

THE PARLIAMENT OF THE COMMONWEALTH OF  
AUSTRALIA

JOINT COMMITTEE ON THE  
AUSTRALIAN CAPITAL TERRITORY

REPORT ON  
PROPOSALS FOR VARIATIONS OF  
THE PLAN OF LAY-OUT OF  
THE CITY OF CANBERRA  
AND ITS ENVIRONS

EIGHTY-SEVENTH SERIES

APRIL 1986



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#### TERMS OF REFERENCE

That a joint committee be appointed to inquire into and report on:

- (a) all proposals for modification or variations of the plan of layout of the City of Canberra and its environs published in the Commonwealth of Australia Gazette on 19 November 1925, as previously modified or varied, which are referred to the committee by the Minister for Territories, and
- (b) such matters relating to the Australian Capital Territory as may be referred to it by -
  - (i) resolution of either House of the Parliament, or
  - (ii) the Minister for Territories.

#### MEMBERS OF THE COMMITTEE

Chairman	Mrs R. J. Kelly, MP
Deputy Chairman	Senator M. E. Reid
Members:	Senator P. J. Giles
	Mr J. V. Langmore, MP
	Senator A. W. R. Lewis
	Mr F. S. McArthur, MP
	Senator J. Morris
	Mr J. R. Sharp, MP
	Mr J. H. Snow, MP
	Mr K. W. Wright, MP
Secretary	Mr Bjarne Nordin

Recommendations:

87th Series of Variations

The Committee approves Variations 1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 13 and 16.

The Committee approves Variation 9 but urges NCDC to examine the possibility of increasing the size of cluster developments to take full advantage of the housing potential on Section 4, Bruce and also to ensure that development conditions are strictly adhered to.

With regard to Variation 12, the Committee approves the Variation and urges that the NCDC give consideration to constructing an alternative sandpit area for the competition jumping course for the Canberra Lakes Pony Club.

Variation 14 is approved on the basis that a green belt be maintained in the golf course development and that land should be released and marketed on the same basis as it would be in any other residential development. The Committee would also like to be briefed at a later date on progress on the development and the extent to which the development conditions have been complied with by the developer.

The Committee approves Variation 15 relating to residential development in Section 349 Fadden but requires the NCDC to improve traffic flows and traffic safety in the area by the construction of a roundabout, the construction of a pedestrian footpath and making provision for buses to enter the new residential development. The Committee recognises that residents in areas such as this may oppose development of sites which have over time, by default, assumed the status of public open space. However, should the Committee oppose development of such areas it would be seen as creating precedence for preventing the total suburban land release program and impede the Commission's attempts at urban consolidation. The Committee is reluctant to do this as this would be contrary to its thinking on the development of land in the ACT.

On the matter of delays experienced in the processing of submissions, the Committee recommends that in light of the transfer of certain functions and impending new responsibilities of the NCDC, all correspondence containing objections to or comments about items in a series of variations be lodged by a due date with the appropriate officer at the Commission.

## INTRODUCTION

1. In the Commonwealth of Australia Gazette, 27 February 1986, the Minister for Territories, the Hon. Gordon Scholes, MP, pursuant to the powers conferred on him by section 12A of the Seat of Government (Administration) Act 1910, notified his intention to vary the plan of lay-out of the City of Canberra and its environs. The details of the variations are discussed in the body of the report. Members of the public were invited to lodge objections in writing with the Secretary of the Department of Territories within 21 days of the publication specifying the grounds of those objections.

2. As part of its policy to stimulate public interest in and discussion on the proposals, the Department of Territories advertised the variations in the Canberra Times on 4 occasions between 1 March and 12 March 1986. Displays showing the proposals were arranged by the Department at the Belconnen Mall, Monaro Mall, Woden Shopping Square, Cooleman Court, Dickson Library and the Erindale Centre Public Library, Wanniassa.

3. On 24 February 1986, pursuant to paragraph 1(a) of the Resolution of Appointment of this Committee, the items contained in the Minister's proposals and designated the 87th Series of Variations, were formally referred by the Minister for investigation and report. The Minister's letter referring these proposals for the Committee's consideration is at Appendix I.

4. This report deals with the 16 Variations of the 87th Series.

5. The Committee, in keeping with the practice established in the 30th Parliament, held a public hearing on the proposal on 27 March 1986. Five witnesses, representing the National Capital Development Commission and the Department of Territories, appeared at the hearing. A list of the witnesses who appeared

before the Committee is at Appendix II. The transcript of evidence given at the hearing will be available for inspection at the Committee Office of the House of Representatives and at the National Library.

6. The Committee was provided with the report of the ACT House of Assembly Standing Committee on Planning and Development on the 87th Series of Variations to the City Plan. The House of Assembly Committee report is at Appendix III.

7. The House of Assembly Standing Committee has recommended that all variations in the 87th Series be agreed to adding two qualifications in relation to Variation 15. The Committee concluded that possible traffic problems needed further consideration and that the NCDC should consider more effective ways of communicating land use proposals to residents on a continuing basis.

8. The National Capital Development Commission and the Department of Territories supplied jointly prepared briefing notes which set out the background to the variations. These briefing notes form Appendix IV. For the sake of brevity, details contained in the briefing notes are not repeated, unless necessary, in the Committee's report. The briefing notes explain details of the variations such as the purpose, cost, existing and proposed development and the extent of community consultation. The Committee's Report should therefore be read in conjunction with the briefing notes and the transcript of evidence.

9. The cost involved in the proposals dealt with in this Report is approximately \$6 million.



## Receipt of Submissions

10. Before commencing a detailed discussion of items in the 87th Series of Variations, the Committee would like to draw attention to a general matter which has arisen and which involves a suggested change to the receipt of submissions. A problem identified during consideration of items in this Series of Variations was that submissions and objections to particular items were received late by the appropriate section within the Department of Territories.

11. Historically, the Department, as the Administrative arm of the Minister responsible for the Seat of Government (Administration) Act, has been the primary recipient of correspondence relating to the items in a particular series of variations. In the advertisements which appear in the press giving notification of items contained in a variation series, the address given for lodgement of submissions is the Secretary, Department of Territories.

12. Normally the interval between the deadline set for receipt of submissions and the date set for the public hearing allows sufficient time for necessary co-ordination between the Department, the National Capital Development Commission and the Joint Committee to include all objections in material tabled at the hearing. On this particular occasion, however, the final date for receipt of submissions was only one week before the hearing. As this did not make a great deal of allowance for any possible vagaries of the Departmental registry system the result was that one submission, dispatched by registered post before the due date, was not received by the Department until two days before the hearing. Another submission, received by the Department's registry by the due date did not find its correct location and therefore was not transmitted to the Committee until after the public hearing. This submission, therefore, does not form part of the official transcript of proceedings. It has, however, been taken into account by the Committee.

13. The impending transfer of land administration functions from the Department to the NCDC and the subsequent wider role of the Commission in assuming responsibility for the gazettal of variations coupled with the fact that the majority of items in most series are currently sponsored by the NCDC as opposed to the Department would favour a revised system whereby submissions be lodged with the NCDC.

14. Therefore, the Committee recommends that in light of the impending new responsibilities of the Commission, all correspondence containing objections to or comments about items in a series of variations be lodged by a due date with the appropriate officer at the NCDC. In this way any delays in processing such submissions should be kept to a minimum.

87TH SERIES OF VARIATIONS

Variation No. 1, Charnwood, Section 95

15. This proposal provides for an extension of the existing public carparking in Charnwood Centre, and access to the Charnwood Post Office.

16. Recent expansion of the Shoprite Supermarket has contributed to the existing carpark being used to capacity. A number of proposed developments will increase demand further for carparking accommodation.

17. The Charnwood Post Office was established in rented premises which were designed to be serviced as part of the overall shop layout and which did not meet its specific requirement for a direct accessway kept clear at all times.

18. The proposed carpark measures 46 m x 44 m and contains 60 public parking places. It will include a pedestrian way on its southern flank. Service access to the Post Office requires the addition of 20 metres of pavement to the City Plan.

19. The estimated construction cost of the Post Office access is \$400.

20. No objections were received.

21. The Committee approves the Variation.

Variation No. 2, Florey, Section 143

22. This proposal provides for the construction of access roads and public carparks to service the Florey Local Centre.

23. Florey West and Florey South are nearing completion. Construction of Florey North East is due to commence early in 1986. Approval of this proposal will enable sites to be released in mid 1986, and for the local shops to be functioning early in 1987.

24. The estimated construction cost of roads and carparking accommodation is \$330 000.

25. The Florey Policy Plan was approved following public consultation in May 1984.

26. The Committee approves the Variation.

Variation No. 3, Belconnen, Sections 20, 21 and 23

27. This proposal provides for improved traffic circulation in that part of the service trades area north of Cohen Street.

28. The Variation follows a 1984-85 review of the Belconnen Town Centre Plan which found that conversion of courts in the service-trades area to two-way traffic was desirable where possible.

29. The length of the proposed road links totals 80 metres and construction costs are estimated to be \$120 000.

30. No objections were received.

31. The Committee approves the Variation.

Variation No. 4, Belconnen, Sections 27 and 28

32. This proposal provides for a road link between the existing Weedon Close and Josephson Street in the Service Trades Area of the Town Centre.

33. The new road is intended to increase use of the underutilised Josephson Street and reduce congestion on Lathlain Street.

34. The length of the proposed road is 80 metres and the estimated cost of construction is \$250 000.

35. The Weedon Close Traders Association has agitated for two years for improvements to carparking in Weedon Close and this Variation will achieve such improvements.

36. The Committee received one objection to this Variation. The objector argued that the amenity of Weedon Close would suffer from the extension of a through road and connection to a carpark.

37. The Committee noted the objection but acknowledged that traders in the area had pressed for such a variation and that it would achieve the dual objectives of improving traffic circulation and providing additional carparking accommodation.

38. The Committee approves the Variation.

Variation No. 5, Belconnen, Wignall Place

39. This proposal involves deletion of 12 metres from the length of Wignall Place.

40. It follows the amalgamation of two blocks to form Block 17 of Section 28 and claims by the prospective lessee that the intrusive length of service access to the site inhibited its development potential. Amalgamation of the two previous blocks has reduced the required depth of the turning head.

41. The head will become "T" shaped, and 12 m less in length than the existing roadway.

42. Costs will be met by the lessee.

43. The proposed lessee supports the Variation. No other public consultation has occurred.

44. No objections have been received and the Committee approves the Variation.

Variation No. 6, Belconnen, Bayles Place

45. This Variation proposes the deletion of Bayles Place from the City Plan and follows a decision to proceed with residential development on Section 86.
46. Deletion of Bayles Place is intended to enhance the landscape environment in that area. A new road will be required from Emu Bank to the Water Police Station.
47. Construction of Bayles Place would have cost \$200 000. Its deletion will not involve any costs.
48. The Committee received one objection to this Variation. The objector expressed concern that the adjacent foreshore areas have been categorised by the NCDC as suitable for buildings of up to 5 storeys in height and include a designated Hotel/Motel site.
49. The objector argued that all land east of Bayles Place be kept free of buildings and that Section 149 be retained as open foreshore land.
50. The Committee noted the objection. However, the Commission's proposal is consistent with the decision of the Joint Committee Inquiry on Lake Ginninderra in October 1978.
51. The Commission responded with further details of the proposed housing development. It emphasized that its intention was that the development would take full advantage of the close proximity to the Town Centre and its facilities, the north-easterly aspect of the site and the Lake views.
52. The Committee approves the Variation.



Variation No. 7, Belconnen, Section 54

53. This variation proposes provision of a road link between the existing Swanson Court and Chandler Street to improve access to development within Section 54 as well as to improve general traffic circulation in the immediate area.

54. The proposed road lies within a section of the town centre which has remained virtually undeveloped since the major infrastructure for the centre was constructed in the late 1960s and early 1970s. 1985 saw a sudden change with a number of new developments being undertaken, and a need for improved access became apparent.

55. The proposed variation to Swanson Court will provide access to proposed community facilities, including a community hall, performance hall, child care facility, meeting rooms and youth coffee shop.

56. The length of the proposed road is 100 metres and construction cost is estimated at \$250 000.

57. The Committee received one objection to Variations 7 and 8 from a commuter cyclist who was concerned at an apparent emphasis on vehicular access to the Belconnen Town Centre, to the disadvantage of cyclists.

58. The National Capital Development Commission has responded to this objection in writing and its response is attached at Appendix V.

59. The Committee is satisfied with the Commission's response and approves the Variation.

Variation No. 8, Belconnen, Aikman Drive

60. This proposal provides for the extension of Aikman Drive to link into Cameron Avenue, together with the deletion of an earlier link planned to allow Aikman Drive to extend through to College Street.

61. The Variation is intended to channel traffic directly towards Section 48 carparking and provide a more direct approach to other destinations in the core area. Some cost savings are possible.

62. The length of the proposed road is 370 metres and includes a dual carriageway to separate traffic flows and allow small differences in elevation of the two carriageways, which occur due to the differences in radii of the carriageways.

63. Construction cost is estimated to be \$350 000.

64. One objection was received to Variations 7 and 8 and is detailed at Appendix V.

65. The Committee approves the Variation.

Variation No. 9, Bruce, Section 4

66. This proposal provides the road layout for the Bruce Ridge West housing estate.
67. The most noteworthy feature of the area was that it was steep land and overlapped an area designated for the National Estate.
68. The National Estate area included a geological feature known as "the gossan". Following consultations between the NCDC, the Australian Heritage Commission, Canberra College of Advanced Education and independent geological consultants, the Heritage Commission agreed to modify the boundaries of the proposed heritage area in the knowledge that the gossan would be protected by the plan.
69. The uppermost slopes of the area will be reserved for conservation of the wooded ridge, medium density housing will be built on the lower slopes, standard housing on the middle slopes and cluster housing in the upper areas. It should be noted that the area designated for development does not maximise the potential for full development of the site. The Committee is of the view that an increase in the size of cluster developments by expanding the area to be developed and thus taking full advantage of the housing potential should be looked at. This should in no way jeopardise the heritage value of the gossan.
70. The proposed road layout is 2.37 kilometres long and the estimated construction cost for roads and services is \$3 million.
71. An objection received after the hearing made reference to the need to oblige developers to comply with development conditions on the site. It was alleged that even though the NCDC indicated that significant effort has been made to ensure a high

landscape quality, such development conditions are difficult to enforce. It is to be hoped that with the impending transfer of land administration to the NCDC, development conditions will be closely monitored.

72. The Committee approves the Variation but urges the NCDC to examine the possibility of increasing the size of cluster developments to take full advantage of the housing potential on the site and ensure that development conditions are strictly adhered to.

Variation No. 10, Bruce, Section 9

73. This variation adds to the Plan a constructed road which improves access to the Bruce TAFE by extending the existing road to Battye Street.

74. The road involved was constructed when the World Cup Athletics were being planned, to improve bus operations. Previously, buses serving Bruce TAFE had experienced turning difficulties.

75. The length of the road is 1.1 kilometre.

76. No objections were received.

77. The Committee approves the Variation.

Variation No. 11, Lyneham, Section 59

78. This proposal adds to the Plan an existing road which accesses land currently leased to the ACT Lawn Tennis Association Incorporated. Direct access was impeded by a large stormwater drain.

79. In addition to formalising the existing access, it is proposed to rationalise the leases of the three blocks to the Association.

80. The Variation involves an area of 1527 m<sup>2</sup>.

81. No public consultation was undertaken.

82. The Committee approves the Variation.

Variation No. 12, Weston Creek, Holder to Scrivener Dam

83. This Variation proposes the provision of a trunk cyclepath from Streeton Drive, Holder, to the existing Yarramundi Reach cyclepath at Lady Denman Drive. It will provide a direct connection for Weston Creek residents with Belconnen, North Canberra and the Central Area. The intention to construct a cyclepath on this alignment has been indicated in Canberra Cycleways brochures since 1977 and there has been considerable public interest in the timing of its construction.

84. The proposal retains all existing development with the exception of approximately 0.25 hectares to be excised from Block 678 and minor adjustments to the fencing of the horse agistment paddocks on Blocks 647 and 1157. Construction of the cyclepath is programmed for commencement in the 1985/86 financial year with completion expected in the 1986/87 financial year. The length of the proposed cyclepath is approximately 3.3 kilometres. Construction cost is estimated at \$400 000.

85. An objection to the proposed alignment was lodged by the Canberra Lakes Pony Club. The objection was related to the fact that the cycleway route would prevent access to an area used as part of the competition jumping course known as the "sandpit" and the potential hazards caused by the proximity of the cycleway to the cross country jumping course. A further point raised was that an alternative cycleway route, known as the South Cotter route would be a cheaper, acceptable alternative.

86. The Committee, in examining the nature of the objections to the proposal, conducted an inspection of the proposed route with officers of the NCDC and the Department of Territories. It was pointed out to the Committee that certain problems identified in earlier discussions between the Club and the NCDC had been accommodated in a revised alignment which is the current proposed route. The Commission has made special

provision to take account of the position of jumps and is building an equestrian fence along the length of the route adjacent to the jumping course. The NCDC has also indicated that it would give favourable consideration to constructing an alternative sandpit area in another suitable location.

87. Part of the cost of this Variation relates to the construction of a bridge across Yarralumla Creek. This bridge will benefit both cyclists and equestrians alike and will assist in opening up this attractive area. The Committee noted that Yarralumla Creek has also been subject to a degree of erosion and urges that the impact of future uses be closely monitored and discussed with users. The problem with the Pony Club's preferred alignment is that the nature of the terrain and particularly difficult traffic arrangements across the Cotter Road into Streeton Drive thus joining up with the existing cycleway in Curtin makes this proposal less attractive.

88. Another factor to be taken into account is that most of the area used by the Pony Club, with the exception of two small blocks on short-term lease, is unleased Commonwealth land and therefore open public space. An informal booking arrangement exists whereby the Equestrian Association and Pony Club have use of the area which is maintained by the City Parks Administration Section of the Department of Territories.

89. In view of the fact that the Pony Club does not legally have exclusive use of the area in question and that recognition has to be given to the rights of other interest groups who wish to take advantage of the benefits of the visual and scenic character of the river corridor, the Committee considers the proposed alignment of the NCDC to be appropriate.

90. The Committee approves the Variation.



Variation No. 13, City, Section 23

91. This Variation provides for modification of the City Plan to permit widening of the Moore Street road reservation.
92. Blocks adjacent to the western side of Moore Street are being redeveloped and lessees have agreed to a 9.07 metre wide strip being excised from their blocks.
93. The length of the proposed Variation is 120 metres.
94. No public consultation was undertaken and there is no cost.
95. The Committee approves the Variation.

Variation No. 14, Kambah, Section 7

96. This proposal in Tuggeranong provides for roads off Learmonth Drive and Kambah Pool Road to permit the area to be developed as a Golf Course and associated housing.

97. The site has been identified for a golf course estate for more than a decade. The Murrumbidgee Country Club is a community based organisation established in 1975 with the primary objective of developing a golf course and associated recreational facilities. Profits from the sale of land or land and housing packages are intended to fund the development of the recreation facilities.

98. The Variation will permit the development of an 18 hole golf course and 385-400 residential units comprising 145 townhouses, 71 standard houses and 179 low density cluster houses.

99. The length of the proposed roads is 1400 m off Kambah Pool Road and 1600 m off Learmonth Drive. The cost of constructing the roads is to be borne by the developer.

100. Objections to the proposal centre mainly around anticipated traffic problems and potential environmental hazard to the Murrumbidgee River. In relation to increased traffic flows the NCDC, in response to a request from the Committee, has supplied traffic estimates based on the completion of Athllon Drive to Learmonth Drive and the full residential development of the eastern section of the estate. On the basis of the figures supplied it does not appear that there will be a marked increase in the number of vehicles generated by the development. The maximum number of vehicles expected to use the various intersections would not increase by more than 200.

101. In relation to the environmental impact of the development on the Murrumbidgee River, the Department of Arts, Heritage and Environment has written to the developer of the Murrumbidgee Country Club development stating that the proposal has been examined carefully. On the basis of this examination the Department has said that the development of the Country Club proposal should include measures and conditions to protect the Murrumbidgee River and its surroundings and to maintain the safety and amenities of the existing residential area adjacent to the proposed golf course. These measures and conditions are set out and the developer has indicated that he will comply with these requirements.

102. The Committee would like to be briefed at a later date on progress on the development and the extent to which the development conditions have been complied with by the developer.

103. The Committee is anxious to ensure that there be a green belt maintained at the residential end of the golf course with no further blocks developed at a later date. Furthermore, the Committee would like to ensure that there should be no concessional element in the lease price due to the location of the residential development in the same area as the golf course. Therefore land should be released at prices determined by the market with no component added to the price which would give the club a financial benefit not able to be realised in a similar residential development.

104. The NCDC, in evidence at the public hearing stated that if the golf course proposal did not proceed the whole area would be developed for residential housing. Therefore, opposing this proposal would not ensure that the area remain as public open space.

105. The Committee approves the Variation.

Variation No. 15, Fadden, Section 349

106. This proposal in North Tuggeranong provides for a network of roads off Bugden Avenue to enable the area to be developed for residential blocks, water pollution control ponds and open space.

107. The site is bounded to the south of Bugden Avenue and Appel Crescent, and to the west, north and east by hill reserve. There is a large dam adjacent to Bugden Avenue.

108. The proposed Variation will permit the development of 179 residential blocks, four low density cluster housing sites capable of 28-32 dwellings, two water pollution control ponds and open space including a children's play area.

109. Servicing of the blocks is programmed for commencement in the 1986/87 financial year and block turn off is expected in late 1987 with first residents expected by mid 1988.

110. The length of the proposed collector road is 730 metres and that of the loop and culs-de-sac is 2.13 kilometres. The total length is 2.86 kilometres. The estimated cost of road construction is \$1 million.

111. In view of the amount of local residential interest generated by this proposal, an inspection on site was arranged, bringing together NDCD officers and residents representing the Fadden Residents Action Group, as well as individual residents. The Committee received an extensive submission from the resident action group as well as several individual submissions. Submissions were generally opposed to the proposal, although two were in favour of the development.

112. Major concerns raised in objections related to inadequate public notification and inaccurately conveyed information regarding the extent and exact location of the

development. A second major problem identified was that of traffic flows and access of vehicles, including buses, to existing roads opposite the development and into the development site itself.

113. In relation to the provision of information to residents concerning development intentions, the Committee is satisfied that initial purchasers of blocks in the area were made aware that at some future time Section 349 would be developed in part. Problems arise in relation to subsequent purchases where the information concerning future development may not have been conveyed to prospective owners by estate agents and owners may genuinely not be aware that an area which appears to be open space may in fact be developed at a later date. However, the Committee is of the view that it is the responsibility of the buyers themselves to make inquiries relating to the nature of surrounding areas before the purchase is made.

114. A further point of contention relates to the sign-posting of the adjacent area designated as the Mount Wanniasa - Canberra Nature Park. There appears to be substance to the claim that these signs were moved and may have misled residents about the exact location of the Nature Park and thus the area available for development. Nevertheless, the area originally designated for development has been reduced and the total area available for recreation and open space is significant. The Commission in its design of the residential development has attempted to maximize the aesthetic and recreational value of the area.

115. The Department, in evidence, referred to certain covenants governing development in this area. The Committee would like to be kept informed on the nature of this at a later date. These covenants should safeguard the aesthetic integrity of the site. The Committee also has reservations about steep hillside development and notes that it is not intended to develop blocks on the high slopes.

116. In answer to claims made by objectors regarding traffic problems experienced in the area the Commission has prepared a summary of existing problems on Bugden Avenue and the intersection of Bugden Avenue and Sternberg Crescent and has documented traffic figures and accident rates and predicted traffic flows subsequent to the development of the site. This is to be found at Appendix No. VIII.

117. Recognition is given to the restricted footpaths on Bugden Avenue and the Committee supports the Commission's proposal to construct a pedestrian footpath along the western edge of the western section.

118. The Committee is also concerned that the volume of traffic already generated in the area will be compounded by vehicles arriving and leaving the proposed residential area. The intersection of Sternberg/Bugden Avenue is a cause for concern and on further examining this intersection the Commission believes that a roundabout should be introduced which would allow safe movements with minimal delays on all approaches. This would also help to reduce some of the uncertainties which motorists on Bugden Avenue currently feel when attempting to enter Sternberg through the high speed traffic from Erindale Drive and the heavy morning traffic from the east. The Committee considers that the construction of this roundabout would alleviate some of the major traffic problems in the area and considers that in cost benefit terms the expenditure of \$100 000 on the roundabout would be worth while.

119. A further problem relating to the provision of a bus service to both the proposed new development and to parts of the existing area can be overcome by a proposal to increase the collector road in the proposed new sub-division from 7.5 metres to 9 metres. This would allow buses to operate up Bugden Avenue from Sternberg Crescent and benefit existing residents as well as collecting residents from the new development.

120. The Committee believes that the NCDC proposal will alleviate traffic problems currently experienced while acknowledging that residents will continue to oppose development of areas which have over time, by default, assumed the status of public open space. Should the Committee oppose development of this area it would be seen as a precedent for preventing the total suburban land release program and impede the Commission's attempts at urban consolidation. The Committee is reluctant to do this as this would be contrary to its thinking on the future development of land in the ACT.

121. The Committee approves the Variation.

Variation No. 16, Calwell, Sections 786 and 787

122. This proposal in south east Tuggeranong provides for a road off Were Street, Calwell to enable the area to be developed as a Group Centre containing a shopping complex and associated uses to be released for development in September 1987.

123. Calwell Sections 786 and 787 are located immediately east of the Calwell residential area currently being constructed.

124. The proposed Variation follows a realignment of Were Street in 1983 to minimise the impact of traffic on Calwell residents and the moving further south east of the community use area.

125. The length of the proposed road is 270 metres and the estimated cost of road construction, hydraulic servicing and landscaping is \$280 000.

126. No public consultation was undertaken other than that required in the gazettal process.

127. The Committee approves the Variation.

R/W  
28/4/87





MINISTER FOR TERRITORIES

HON GORDON SCHOLES M.P.  
MEMBER FOR TORO

24 FEB 1986

Mrs Ros Kelly MP  
Chairman  
Joint Committee on the ACT  
Parliament House  
CANBERRA ACT 2600

Dear Mrs Kelly

I anticipate that on 27 February 1986, notice of my intention to vary the plan of layout of the City of Canberra will be published in the Commonwealth Gazette.

Sixteen variations have been included in this series and consistent with normal procedures, public participation has been encouraged through the media and by means of public displays.

In accordance with the provisions of paragraph 1(a) of the Committee's Instrument of Appointment, I formally refer the proposed variations to the Committee for investigation and report. All comments or objections relating to variation proposals which are received by the Department will be forwarded to the Committee for consideration.

Yours sincerely

GORDON SCHOLES

87TH SERIES

LIST OF WITNESSES

National Capital Development Commission

Ms J. Lang	Associate Commissioner
Mr G J Campbell	Chief Planner
Mr D L Daverin	Acting Chief Engineer

Department of Territories

Ms K Parsons	Assistant Secretary Traffic and Transport Division
Mr S Ryan	Acting Director Statutory and Technical Support Services

Fadden Residents' Action Group

Mr J P Webster	Secretary
Mr R B Posselt	Member

Tuggeranong Community Council

Mr D T Read	Chairman
Mrs A R Pegler	Resident

Murrumbidgee Country Club

Mr C G M Randall	President
Mr J K Hindmarsh	Director
Mr S D Hardy	Consultant
Mr B L Jackson	Resident of Kambah
Mr S R Ross	Resident of Kambah

Ginninderra Community Council

Dr C L Watson	Member
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Canberra Lakes Pony Club

Dr A Klovdahl	Member
Mr B Sullivan	Immediate Past President



EMBARGOED  
UNTIL PRESENTED  
IN THE ASSEMBLY

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REPORT NO. ...43....  
OF THE  
STANDING COMMITTEE ON  
PLANNING AND DEVELOPMENT

---

87TH SERIES OF VARIATIONS TO THE LAYOUT OF

CANBERRA CITY AND ENVIRONS

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MARCH 1986

PERSONNEL OF THE COMMITTEE

CHAIRMAN ..... Mr Vallee  
..... Mrs Cains  
..... Mr Clements  
..... Mr Gill  
..... Mr Whalan

CLERK TO  
THE COMMITTEE ..... Mr S Anderson

## Introduction

1. The Standing Committee on Planning and Development has examined the 87th Series of Variations to the Plan of Canberra City and Environs, contained in the Commonwealth Gazette No 576 of Thursday 27 February 1986.
2. Brief details of the sixteen variations follow. Specific comments which the Committee wishes to draw to the Assembly's attention here been included. Of the sixteen variations, fifteen are supported without objection.
3. The Committee was briefed by officers of the Department of Territories and the NCDC on 13 March 1986, and wishes to record its appreciation of the thorough briefing provided

## The Variations

### Variation 1

CHARNWOOD, Section 95: Addition to the Plan of the existing public carparking and service areas in Charnwood to provide access and to formalise the public parking area for new development sites as well as access to the Charnwood Post Office.

The Committee supports this variation

### Variation 2

FLOREY, Section 143: Addition to the Plan to provide access roads to service the Florey Local Centre.

The Committee supports the variation

### Variation 3

BELCONNEN, Sections 20, 21 and 23: Additions to the Plan to provide for improved traffic circulation in that part of the service trades area north of Cohen Street, an area to be released for development in 1986.

The Committee supports the variation

Variation 4

BELCONNEN, Sections 27 and 28: Addition to the Plan to provide for a road link between the existing Weedon Close and Josephson Street in the Service Trades Area of the Town Centre. The new road will improve circulation in the area and improve access from the east; from Aikman Drive and Chan Street to the western side of the service trades area. It will ensure greater use of the under utilised Josephson Street; and reduce congestion on Lathlain Street.

The Committee supports the variation

Variation 5

BELCONNEN, WIGNALL PLACE: Deletion from the Plan of 12m of the road reservation of Wignall Place. This road reservation is not required.

The Committee supports the variation.

Variation 6

BELCONNEN, BAYLES PLACE: Deletion from the Plan of Bayles Place, for the purposes of allowing good integration of the housing development on Section 86 with the lake foreshore parklands of Lake Ginninderra.

Bayles place has been Gazetted, but was not built. The Committee supports the variation.

Variation 7

BELCONNEN, Section 54: Addition to the Plan to provide for a road link to improve access to development within Section 54 as well as to improve general traffic circulation in the immediate area.

The Committee supports the variation

#### Variation 8

BELCONNEN, Aikman Drive: Additions and deletions to the Plan to provide for the extension of Aikman Drive to link into Cameron Avenue. The variation also includes the deletion of an earlier link planned to allow Aikman Drive to extend through to College Street.

This allows for the deletion of a road no longer required, and subsequent modifications to give a smoother sweep to Aikman Drive. The Committee supports the variations.

#### Variation 9

BRUCE, Section 4: Addition to the Plan to provide for the road layout for the Bruce Ridge West housing estate.

The Draft Policy and Development Plan for Bruce Ridge West was published on 10 August 1985 and is now being finalised. The proposed housing estate formed part of the Draft Plan, and the most noteworthy feature of the proposed area was that it was on steep land and overlapped an area designated for the National Estate.

The National Estate area included a geological feature known as 'the gossan'. The policy and development plans intention is to preserve the gossan and the Australian Heritage Commission has concurred with the proposal.

The upper slopes of the area shall be reserved for the conservation of the wooded ridge. The policy for the lower slopes is to provide a mixture of housing, with medium density housing being located on the lower slopes, standard housing on the middle slopes, and cluster housing in the upper areas.

The NCDC has undertaken extensive negotiations with the Australian Heritage Commission; Canberra College of Advanced Education and independent geological consultants to establish the significance and use of the previously designated Heritage Area.

The Heritage Commission has agreed to modify the boundaries of the proposed heritage area in the knowledge that the gossan will be protected by the plan. The gossan geological feature, while not unique to the region, does provide an important and convenient sample for geology students in the ACT.

The Committee supports the variation

#### Variation 10

BRUCE, Section 9: Addition to the Plan of an existing road which provides access to the Bruce TAFE.

The Committee was advised that when the World Cup Athletics were being planned; it became evident that improved bus operations for the Games would result if the TAFE road were extended to Battye Street. This action was taken, and with the added benefit that parking in the College was also available for use as overspill parking during the World Cup. The road arrangements are acceptable to Bruce TAFE.

The Committee supports the variation.

#### Variation 11

LYNEHAM, Section 59 Block 9: Addition to the Plan of an existing road which accesses land currently leased to the ACT Lawn Tennis Association Incorporated.

The Committee supports this variation.



Variation 12

HOLDER TO SCRIVENER DAM: Addition to the Plan of a trunk cycleway from Streeton Drive, Holder, to the existing Yarramundi Reach cycleway at Lady Denman Drive.

The proposed cyclepath is an important link in the metropolitan Canberra trunk cycleway network identified on the Commission's Policy Plan, and will provide a direct connection for the residents of Weston Creek with Belconnen, North Canberra and the Central Area.

The Committee supports the variation.

Variation 13

CITY, Section 23: Modification of the Plan to enable the widening of the Moore Street road reservation.

The blocks adjacent to the eastern side of Moore Street are currently being re-developed. As part of the renegotiations the lessees have agreed to have a strip of land 9.07 metres wide excised from their blocks to allow for widening of the road reservation.

The Committee supports the variation

Variation 14

KAMBAH, Section 7: Additions to the Plan to provide for roads off Learmonth Drive and Kambah Pool Road to enable the area to be developed as a golf course and associated housing.

The site has been identified for a golf course estate for more than a decade. the Murrumbidgee Country Club is a community based organisation set up in 1975 with the primary objective of developing a golf course and associated recreational facilities. Profits from the sale of land or land and housing packages is intended to fund the development of the recreation facilities.

The Assembly reported on this matter in November 1982. The Committee is pleased to note that the relevant recommendations of that report have been adhered to.

The development proposal was referred to the Joint Committee on the ACT's Inquiry into the Murrumbidgee River by the (then) Minister in July 1983. The recommendations of the Committee of Inquiry, handed down on 24 July 1984, were that the Murrumbidgee Country Club proposal proceed, but that the granting of a lease to the Club be conditional on adequate guarantees being made that each stage be completed. In addition, that any housing within the Estate that would be visible from the Red Rocks area, be restricted by Design and Siting controls to single story level.

The Committee reported that, although the proposed development may be environmentally acceptable, it is still subject to the Environmental Protection (Impact of Proposals) Act, 1974. Accordingly, the proposal will be examined by the Department of Arts, Heritage and Environment pursuant to the Administrative Procedures under that Act, so that the need or otherwise of an EIS may be determined.

Consultation between the proponent and local residents has taken place and the concerns expressed by the residents have been taken into account in the preparation of the plan. The Commission will require the proponent to undertake a formal public consultation programme as part of the Development Plan approval process.

The Committee believes that there should be no discretion for the developer to increase the amount of housing proposed for the project.

In the light of the above conditions, the Committee supports the variation.

Variation 15

DDEN, Section 349: Additions to the Plan of a network of roads off Bugden Avenue to enable the area to be developed for residential blocks, water pollution control ponds and open space.

This proposal in North Tuggeranong provides for a network of roads off Bugden Avenue to enable the area to be developed for residential blocks, water pollution control ponds and open space.

The site, including additional areas nearby, was originally designated for residential use on the Fadden suburb "handout" plan, which was available prior to the first land auction for Fadden in April 1981. Signs were also erected on the site at the same time displaying the proposed land use, although there was evidently some confusion in this area.

Members will be aware of considerable controversy surrounding this development. A public meeting was convened on the site on 3 March 1986, and attended by a Member of the Planning and Development Committee. The NCDC wrote to the Clerk of the Assembly on 27 February 1986. In this letter, which was distributed to all Members, the commission gave detailed reasons for its responses to issues raised by the community.

Residents expressed concern in the areas of traffic and safety, the provision of services, possible site problems, aesthetic and environmental objections and design considerations.

A number of residents claimed that they were unaware that the area in question was to be developed for residential purposes. The NCDC has pointed out that while this intention was clearly expressed in documents included with sale documents prior to the sale of the leases, residents who purchased house and land parcels may not have been informed of this by the vendor. The NCDC stated that the information was freely available from the Commission.

The Committee notes that this problem is one that has been common in many areas of Canberra over recent years. With the growth at the city it can be expected to increase. The problem is essentially one of information being available, but not always reaching the right people.

After careful study of the proposed variation, the Committee is of the view that possible traffic problems need further consideration.

The lack of a footpath on one side of Bugden Avenue compounds the problem. The Committee notes that the Commission is considering what can be done to remedy this, given the steepness of the slope at that point. The Committee also notes that, should the footpath be proceeded with, the Commission will provide reasonable assistance with the modification of driveways, small retaining walls etc. on the east side of Bugden Avenue.

The Committee also believes there is a need for the NCDC to consider more effective ways of communicating land use proposals to residents on a continuing basis. This could perhaps be achieved by a public education program, to make land and housing buyers aware that if they have concerns about the future uses of undeveloped land, they must contact the Commission to gain the necessary information prior to committing themselves to purchase.

The road variations will permit the development of 179 residential blocks (including three group releases totaling 36 blocks) four low density cluster housing sites capable of 28-32 dwellings, two water pollution control ponds and open space including a children's play area.

In the light of comments received, the development plan has been amended to create two additional low density cluster housing sites in place of standard housing and to provide an informal

carparking area at an access point to the hill reserve. Further, special design and siting conditions are intended for all housing within the site.

#### Variation 16

CALWELL, Sections 786, 787: Additions and deletions to the Plan to provide a road off Were Street, Calwell to enable the area to be developed as a Group Centre containing a shopping complex and associated uses. The variation also includes minor adjustments to the present reservation of Were Street to complement the proposal.

The site is in accordance with the Tuggeranong Draft Policy Plan which was prepared following a reappraisal of the location of retail sites in south east Tuggeranong in 1983.

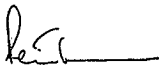
The Committee supports the variation

#### Recommendations

The Committee recommends:

- 1) that the Assembly approve Variations 1-14 and 16, proposed as the 87th Series of Variations to the layout of Canberra and Environs;
- 2) in regard to the Variation proposed for Section 349 Fadden, further consideration be given to possible traffic problems that could arise from the proposed development
- 3) the NCDC examine possible methods to raise public awareness of the need to check with that body regarding any question of future land use that may be of concern to prospective residents,

- 4) that this Report and its recommendations be transmitted by message to the Minister



P. Vallee  
Chairman  
20 March 1986

Department  
of  
Territories

National  
Capital  
Development  
Commission

Seat of Government  
(Administration)  
Act 1910

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**Proposals for Variation  
to the Plan of Layout  
of the City of Canberra  
and its Environs**

**87th Series**

**Briefing  
Material  
Public  
Comments  
and  
Objections**

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Prepared for the  
Parliamentary  
Joint Committee  
on the ACT

Canberra  
March 1986

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Public Comment and Objections

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4	Ginninderra Community Council	31
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7	H Brewer	49
8	H Brewer	58
12	N T Carroll	85
14	P Cheng	95
14	B L Jackson	97
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15	A R Pegler	162
15	Dr L R H Drew	178
15	S & J Robinson	203



The following submissions were received after the preparation of briefing material had been completed:

<u>Variation No.</u>	<u>Comments/Objections Submitted by</u>	<u>Page No.</u>
9	Greg Dunstone	
12	Canberra Lakes Pony Club	
14	Stephen R Ross	
14	Chris Jackson	
15	Mrs A M Sayer	
15	Arthur and Yole Lagos	
15	T C Love	
15	K & L Audsley	

**SEAT OF GOVERNMENT ADMINISTRATION ACT 1910  
PROPOSALS TO VARY THE PLAN OF LAYOUT OF THE CITY OF  
CANBERRA AND ITS ENVIRONS (87TH SERIES)**

This briefing material is intended to supplement the information contained in the notice of intention to vary the plan of layout of the City of Canberra and its environs (the City Plan) which was published in Gazette No. S76 of 27 February 1986. The material has been prepared for the public enquiry by the Joint Committee on the Australian Capital Territory into the 87th series of variations.

These variation proposals were referred to the Committee for investigation and report by the Minister for Territories in a letter dated 24 February 1986 pursuant to paragraph 1(a) of the Committee's instrument of appointment.

The 87th series of variations comprise 16 items of which 13 are being sponsored by the National Capital Development Commission and 3 by the Department of Territories.

Copies of all public comments and objections received as a result of the Department's publicity of the proposals are forwarded to the Committee.

## PUBLIC INFORMATION

As part of its policy to stimulate public interest in the proposals, the Department mounted displays showing the intended variations at the Belconnen Mall, Monaro Mall, Woden Shopping Square, Cooleman Court, Dickson Library and the Public Library, Erindale Centre, Wanniassa. The Department also advertised the variations in the *Canberra Times* on 1 March 1986, 5 March 1986, 8 March 1986, 12 March 1986.

## Department of Territories

Sixteen changes are proposed in the 87th Series of Variations to the City Plan announced today by the Department of Territories. The proposals include additional road layouts in Kambah for the residential development associated with the Country Club and additional development in Fadden.

The changes provide for:

- . Addition of a carpark in Charnwood to formalise the public parking area and to provide access for new development sites.
- . Addition of a road and carpark in Florey to provide for a local centre.
- . Modification of the road reservations in Sections 20, 21 & 23 Belconnen to convert the roads to two way traffic to allow greater flexibility in traffic movement.
- . Addition to Swanson Court to provide a road link with Josephson Street to improve traffic circulation within the area.
- . Deletion of an unconstructed road to the water police facility at Bayles Place to allow for the integration of housing development on Section 86 Belconnen.
- . Deletion of 12 metres of Wignall Place, Belconnen to allow development of Block 17 Section 28.
- . Addition of Aikman Drive Belconnen to link into Cameron Avenue. The deletion of an earlier plan to link with College Street. This proposal is aimed at providing a more direct approach to the core area of Belconnen.
- . Addition of a road layout of Bruce on the western ridge which will provide 66 standard houses, 153 medium density and 64 low density cluster houses.

- . Addition of an existing road which provides access to the Bruce TAFE.
- . Addition of an existing road which provides access to the ACT Lawn Tennis Association, Lyneham.
- . Addition to the road reservation of Moore Street, City to maintain consistency with the previously redeveloped sections of the Street.
- . Addition of a trunk cyclepath from Streeton Drive, Holder to the existing Yarramundi Reach cyclepath at Lady Denman Drive.
- . Addition of a road layout in Kambah for roads off Learmonth Drive and Kambah Pool road to enable the development of housing in association with the golf course.
- . Addition of a road layout in Fadden for development of residential blocks, water pollution control ponds and open space.
- . Addition of a road off Were Street, Calwell to enable the area to be developed as a group centre.

Twenty one days are allowed for public submissions or objections to the intended changes, which must be sent to the Department of Territories. All submissions received by the closing date of 20 March 1986 will be forwarded to the Parliamentary Joint Committee on the ACT for consideration during its public hearing into the proposals.

The intended changes will be on display at the Belconnen and Monaro Malls, Woden Shopping Square, Dickson Library, Cooleman Court and the Erindale Library, Wanniaassa until the closing date for lodgement of submissions. Copies of the Commonwealth of Australia Gazette containing the Notice of Intention to Vary the Plan are available at the Government Book Shop in Alinga Street, City.



## DEPARTMENT OF TERRITORIES

### 87th SERIES OF VARIATIONS TO THE CITY PLAN

In Gazette No. S 78 of 27 February, 1986, the Minister for Territories, Mr Gordon Scholes, gave notice of his intention to vary the layout of the City of Canberra and its environs (City Plan). Members of the public who wish to lodge comments or objections on any of the proposals are invited to do so. All submissions must be lodged, in writing, with the Secretary, Department of Territories GPO Box 158, Canberra City 2601, no later than 5.00 pm on 20th March 1986.

The proposed variations and any objections or comments received will be referred to the Parliamentary Joint Committee on the ACT, which will conduct public hearings into the proposals and will advise Parliament before the variations are made effect.

Displays showing all the intended changes will be available at the Monaro Mall, Coolman Court, Woden Shopping Square, Belconnen Mall, Dickson Library and the Erindale Centre Library Wannassa.

#### ARIATION 1

**CHARWOOD**, Section 95: Addition to the Plan of the existing public carparking and service areas in Charmwood to provide access and to formalise the public parking area for new development sites as well as access to the Charmwood Post Office.

#### ARIATION 2

**FLOREY**, Section 143: Addition to the Plan to provide access roads to service the Florey Local Centre.

#### ARIATION 3

**BELCONNEN**, Section 20, 21 & 23: Addition to the Plan to provide for improved traffic circulation in that part of the service trades area north of Cohen Street, an area to be released for development in 1986.

#### ARIATION 4

**BELCONNEN**, Section 27 & 28: Addition to the Plan to provide for a road link between the existing Weedon Close and Josephson Street in the Service Trades Area of the Town Centre. The new road will improve circulation in the area and improve access from the east, from Aikman Drive and Chan Street to the western side of the service trades area. It will ensure greater use of the under utilised Josephson Street and reduce congestion on Lathlain Street.

#### ARIATION 5

**BELCONNEN**, **WIGNALL PLACE**: Deletion from the Plan 12m of the road reservation of Wignall Place.

#### ARIATION 6

**BELCONNEN**, **BAYLES PLACE**: Deletion from the Plan of Bayles Place, for the purposes of allowing good integration of the housing development on Section 86 with the lake foreshore parklands of lake Ginninderra.

#### ARIATION 7

**BELCONNEN**, Section 54: Addition to the Plan to provide for a road link to improve access to government within Section 54 as well as to improve general traffic circulation in the immediate area.

#### ARIATION 8

**BELCONNEN**, **Aikman Drive**: Additions and deletions to the Plan to provide for the extensions of Aikman Drive to link into Cameron Avenue. The variation also includes the deletion of an earlier link planned to allow Aikman Drive to bypass through to College Street.

#### ARIATION 9

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#### ARIATION 10

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#### ARIATION 15

**FALDEN**, Section 349: Additions to the Plan of a network of roads off Suggan Avenue to enable the area to be developed for residential blocks, water pollution control ponds and open spaces.

#### ARIATION 16

**CALWELL**, Sections 786, 787: Additions and deletions to the Plan to provide a road off New Street, Calwell to enable the area to be developed as a Group Centre containing a shopping complex and associated uses. The variation also includes minor adjustments to the present reservation of Were Street to complement the proposal.

Any telephone enquiries may be directed to Ms R. Foley on 462466 or Mr R. McNolly on 462318.

## NOTES ON THE 86TH SERIES OF VARIATIONS

Variation 3 of the 86th series which proposed road additions to enable the development of a Transportable Homes Park was withdrawn by the Minister on 12 November 1985.

Variation 6 of the 86th series which consisted of proposals related to the Tuggeranong Town Centre was reported on separately by the Committee at the request of the Minister and was formally varied on 9 October 1985. Work is currently underway on the Town Centre.

In formally varying the remaining proposals of the 86th series on 18 November 1985 the Minister accepted the recommendations of the Joint Committee on the ACT and as a result some modification was made in respect of Variations 12 and 17.

The modifications to the road layouts in the areas referred to in the proposals as Gordon (Variation 12) and Banks (Variation 17) reflects the recommendation of the Joint Committee that no development should proceed south of the northern limit of the Lanyon Bowl Area which was described in Commonwealth Gazette No. S92 of 26 March 1985. The roads south of this line were not added to the City Plan and the intention to do so was withdrawn.

**EXPLANATORY STATEMENT  
87TH SERIES OF VARIATIONS**

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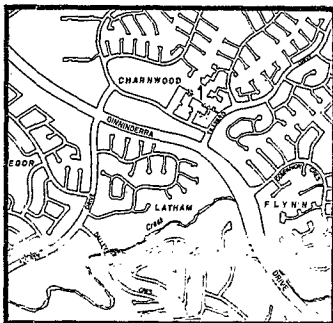
VARIATION 16

CALWELL, Sections 786, 787: Additions and deletions to the Plan to provide a road off Were Street, Calwell to enable the area to be developed as a Group Centre containing a shopping complex and associated uses. The variation also includes minor adjustments to the present reservation of Were Street to complement the proposal.

# Variation No 1

## VARIATION 1

CHARWOOD; Section 95: Addition to the Plan of the existing public carparking and service areas in Charwood to provide access and to formalise the public parking area for new development sites as well as access to the Charwood Post Office.



CHARWOOD: SECTION 95 - ROAD ADDITIONS

1. Purpose

To provide an extension to the existing public carparking in Charnwood Centre, and access to the Charnwood Post Office.

2. Background

Charnwood Centre is currently served by a carpark to the north west of Charnwood Place, and a carpark to the north east. Both the carparking areas are accessed from Charnwood Place.

The Charnwood Post Office was established in rented premises which were designed to be serviced as part of the overall shop layout. The requirements of the Post Office for direct access arise from the need for close proximity to security and mail delivery vehicles, and for the accessway to be maintained to standards normal for public roadways (eg kept clear at all times).

3. Area

The carpark proposed for gazettal is on Block 16 of Section 95 and measures 46m x 44m. It contains 60 public parking places. The area includes a pedestrian way on its southern flank. Service access to the Post Office requires 20 metres of pavement to be added to the City Plan.

4. Cost

Carpark Nil.  
Post Office access \$400.

5. Existing Development

The existing development consists of the retail and commercial areas of Charnwood District Centre. There has recently been a major expansion of the Shoprite Supermarket, and the existing carparking is used to capacity.

6. *Proposed Developments and Their Planning Requirements*

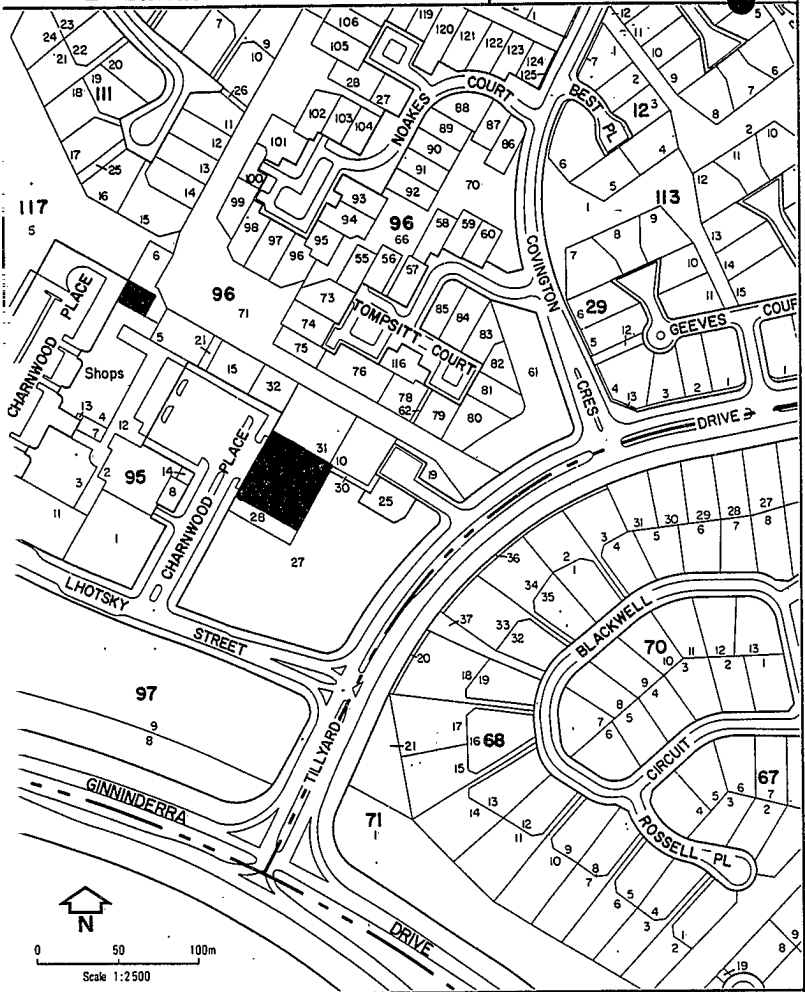
A number of developments were foreshadowed by the Charnwood Draft Policy and Development Plan, and which will be serviced by the proposed carpark and service area. These developments include:

- . Block 15: commercial development
- . Block 31: community facilities, currently programmed for construction
- . Block 27: indoor recreation/fast food facility.

7. *Public consultation*

The proposals were canvassed in Draft Policy and Development Plans released for public comment in May 1984. The comments received led to the Commission locating the site for the indoor recreation facility close to the centre, and identifying part Block 9 Section 97 for Community Facilities or church use.

There were no objections to the areas included in this proposal.



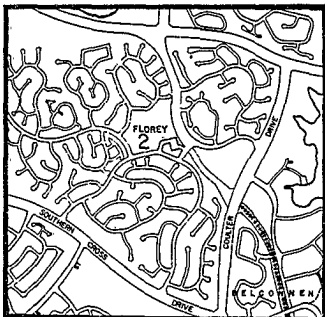
ROAD ADDITION 

**CHARNWOOD: Section 95 - Road Additions**

# Variation No 2

## VARIATION 2

FLOREY; Section 143: Addition to the Plan to provide access roads to service the Florey Local Centre.



FLOREY: SECTION 143 - ROAD ADDITIONS

1. Purpose

To provide access roads to service the Florey Local Centre.

2. Background

The Florey Policy Plan provided for a local centre of 950m<sup>2</sup> retail space and 150m<sup>2</sup> non-retail commercial space. In addition local centres need to be planned to accommodate other community uses and special housing types, such as aged persons units.

3. Length

200m of local access roads and 59 public car parks are to be provided.

4. Approximate Cost of Road Construction and Parking

As above, together with service ties to release packages. Cost \$330 000.

5. Existing and Proposed Developments

Florey West and Florey South (HIA developments) are nearing completion. Florey North East is due to commence construction early in 1986. Approval to this proposal will enable sites to be released in mid 1986, and for the local shops to be functioning early in 1987.

6. Particular Planning Considerations

The site planning allows for access to the centre from both Ratcliffe Crescent and Connah Street (road to the East). The layout has been designed to allow good access to parking, and for the shops, children's playground, and commercial sites to face north to north east. This is a suitable solar aspect and provides shelter from the prevailing north westerly winds. Sites for community facilities lie to the north of the centre with an aspect over recreation areas.



The retail layout allows for some flexibility for a supermarket to expand from an initial size of 650m<sup>2</sup> should this be permitted in the future. The initial release will be based on the smaller size.

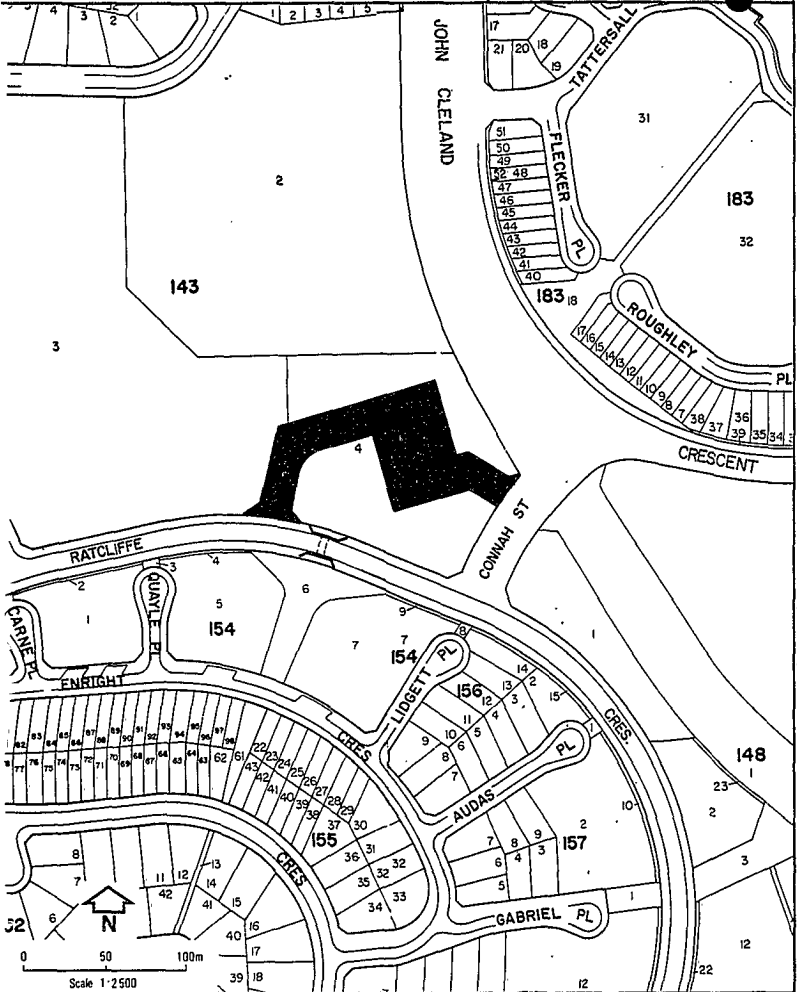
Pedestrian routes from underpasses previously planned link into the centre, and the option of incorporating a bus-only route has been retained to its north east.

7. *Environmental Considerations*

The major environmental considerations which arise are to provide good solar orientation, protection from the westerly winds and an integration of the layout with open space to the north.

8. *Public Consultation*

The Florey Policy Plan was approved following public consultation in May 1984.



ROAD ADDITION

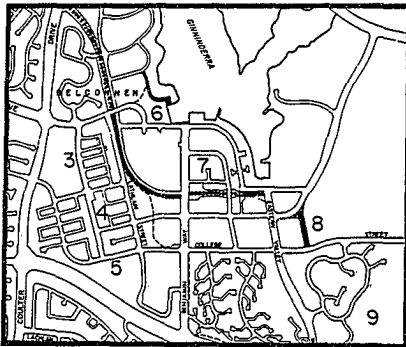


**FLOREY:** Section 143 - Road Addition

# Variation No 3

## VARIATION 3

BELCONNEN, Sections 20, 21 & 23: Additions to the Plan to provide for improved traffic circulation in that part of the service trades area north of Cohen Street; an area to be released for development in 1986.



BELCONNEN: SECTIONS 20, 21 & 23 - ROAD ADDITIONS

1. Purpose

The proposal will provide for improved traffic circulation in that part of the service trades area north of Cohen Street.

2. Background

In the course of reviewing the Belconnen Town Centre Plan in 1984/85 studies revealed that as far as possible the courts in the service trades area should be converted to two-way traffic. It was considered necessary to introduce more flexibility into the traffic movement in this particular area.

3. Length

The length of the proposed road links totals 80 metres.

4. Estimated Cost of Construction

Approximately \$120 000.

5. Existing Development

Development in the vicinity of the proposed work included Belconnen Remand Centre, Ambulance Station and Fire Station. Also backing onto Gillott Street is an Australia Post mail centre, a car repair business and service station. A child care centre to the north of the area is being completed.

A children's traffic demonstration centre is bounded on three sides by the existing Walder Court.

6. Future Development

Commercial land fronting Walder Court, and Rae Street will be released over the next two years for general service trades purposes similar to uses in Oatley Court, Belconnen. Buildings of much the same character will be built. This may result in a requirement to review street names and numbering.

7. Particular Planning Considerations

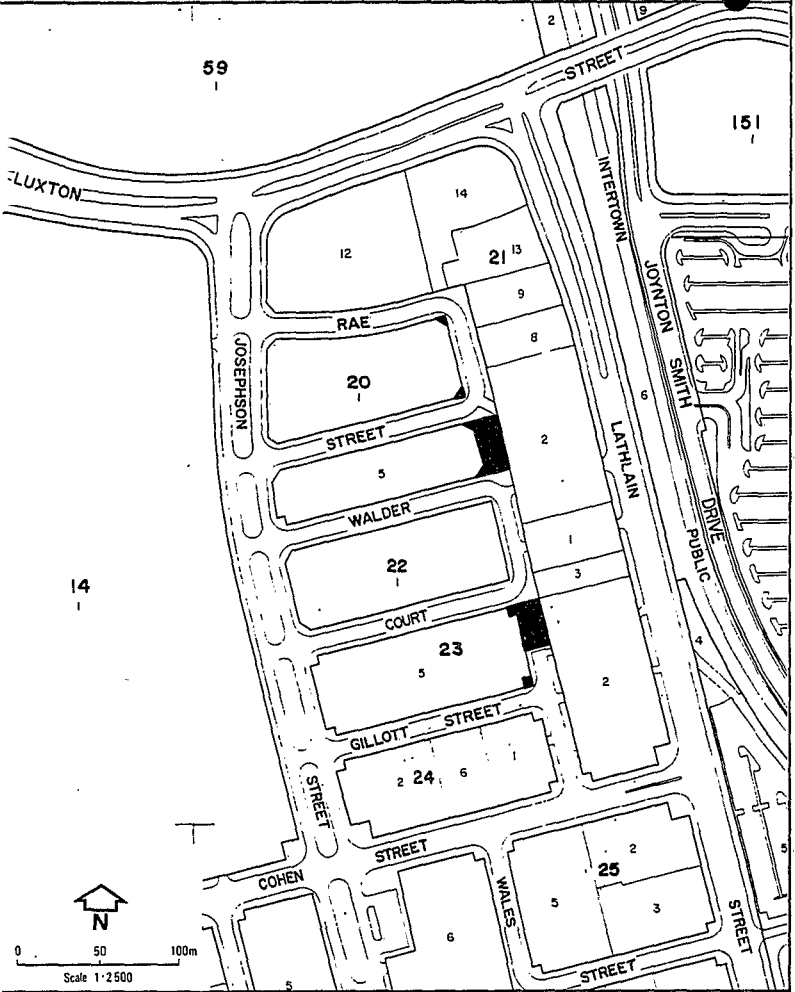
The road variation will improve circulation, access to public parking areas and access to fire station, ambulance station and remand centre.

8. Environmental Considerations

None other than in planning considerations.

9. Public Consultation

The road variation was shown in the Draft Policy and Development Plan for the town centre which was published in April 1985. There was no objection to the proposal.



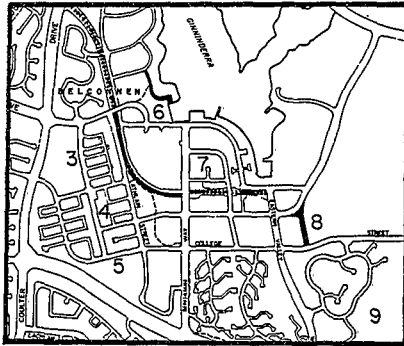
ROAD ADDITION 

**BELCONNEN: Sections 20, 21 & 23 - Road Additions**

# Variation No 4

## VARIATION 4

BELCONNEN; Sections 27 & 28: Addition to the Plan to provide for a road link between the existing Weédon Closé and Josephson Street in the Service Trades Area of the Town Centre. The new road will improve circulation in the area and improve access from the east, from Aikman Drive and Chan Street to the western side of the service trades area. It will ensure greater use of the under utilised Josephson Street and reduce congestion on Lathlain Street.



BELCONNEN: SECTIONS 27 & 28 - ROAD ADDITIONS

1. Purpose

To provide a road link between the existing Weedon Close and Josephson Street in the Service Trades Area of the town centre.

2. Background

In the course of reviewing the Belconnen Town Centre Plan in 1984/85 traffic studies revealed the need to improve traffic circulation and control in the centre. A need to improve legibility of the road system and to relieve pressure at certain intersections was identified. The extension of Weedon Close is important in meeting this need.

3. Length

The length of the proposed road is 80 metres.

4. Estimated Cost of Construction

Approximately \$250 000

5. Existing Development

Development of this area of the town centre is substantially complete with the establishment of commercial service trades activities and shops in Weedon Close and car sales establishments in Josephson Street.

The road extension does not physically affect existing leases.

6. Proposed Development

The new road will ensure greater use of the underutilised Josephson Street and reduce congestion on Lathlain Street.

The two vacant sites at the southern end of Josephson Street are committed to development in 1986 for new car sales purposes. One site will have a frontage to the new road.



The central court of Weedon Close will be redeveloped to improve the carparking situation, vehicle circulation and to accommodate the effects of the road extension. These works will be carried out concurrently with the construction of the new road.

There may be a requirement to review street names and numbering.

7. Particular Planning Considerations

The road variation should not be detrimental to existing businesses in the area.

8. Environmental Considerations

There will be increased traffic in the vicinity of the existing commercial frontages to Weedon Close. Safety of customers proceeding to the new carpark will be important in establishing traffic control measures.

9. Public Consultation

The road variation was shown in the Draft Policy and Development Plan for the Town Centre which was published in April 1985. There was no objection to the proposal.

A group known as Weedon Close Traders Association have been pressing for two years for improvement to the carparking situation in Weedon Close. The Commission has a commitment to make these improvements. The road extension will assist circulation and, in association with the redevelopment of the Court, will improve parking.



ROAD ADDITION. 

**BELCONNEN:** Section 27 & 28 - Road Additions

- COPY -

Ginninderra Community Council  
PO Box 526  
DICKSON ACT 2602

20 March 1986

The Secretary  
Department of Territories

Dear Sir,

Re: Variation 4 - Proposed link Weedon Close  
Josephson Street Belconnen

The Ginninderra Community Council wishes to raise an objection to the proposed link.

We note that the briefing notes on public display are inaccurate in stating that there was no objection to the proposal. For fact Ginninderra Community Council made a submission on 29 July 1985 acknowledged by NCDC on 19 August 1985 voicing opposition.

We also wrote to the Minister for Territories on 6 November 1985 to register our concern at the derelict state of Weedon Close and Oatley Court.

It seems premature for the NCDC to bring forward a variation before the final Policy Plan for Belconnen Town Centre has been published.

In our submission to NCDC on 29 July 1985 we pointed out that the amenity of Weedon Close would suffer from the extension of a through road and being connected to a car park.

In fact we felt so strongly about this depreciation of the Service Trades Area that we took Barry Reid, M.H.A. on a tour of the Close and Court.

We noted that Oatley Court was not as degraded as Weedon Close will become because of random car parking. Part of Oatley Court is being used as a semi-permanent park for a trucking business.

It maybe remembered that both Close and Court were originally mounded and planted to trees. It is no credit to planning that these areas have been allowed to deteriorate due to de facto parking since the landscaping.

We hope the Joint Parliamentary Committee will visit both Close and Court and would appreciate an invitation to be present on both a visit and a public hearing.

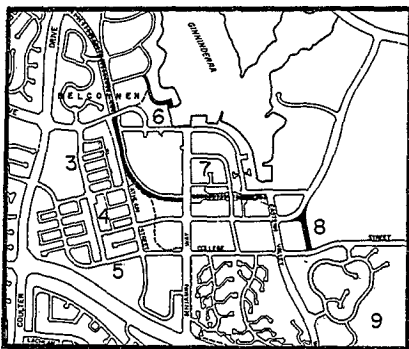
Yours faithfully

B. D. WELLS  
SECRETARY  
GINNINDERRA COMMUNITY COUNCIL

# Variation No 5

## VARIATION 5

BELCONNEN; WIGNALL PLACE: Deletion from the Plan of 12m of the road reservation of Wignall Place.



BELCONNEN: WIGNALL PLACE - ROAD DELETION

1. Purpose

To delete 12m in the length of Wignall Place.

2. Background

Block 17 of Section 28 was formerly two blocks accessed from a Josephson Street frontage, with service access from Wignall Place. These blocks were amalgamated to meet a request from the Department of Territories to provide a large site for a major vehicle franchise. Negotiations with the prospective lessee revealed that the extent to which the service access intruded into the site inhibited its development potential. Given the amalgamation of blocks which has occurred, the full depth of the turning head is no longer necessary and a reduction of its length by 12m is possible. A secondary benefit is to allow a reduction in the grade of access driveways into the site from Wignall Place.

3. Length

The head will become 'T' shaped, and 12m less in length than the existing roadway.

4. Approximate Costs

These will be met by the lessee at no cost to the Commonwealth.

5. Existing and Proposed Developments

The land is currently vacant, apart from a small public parking area which will also be included in the site. This parking is not within the road reservation.

The proposed use conforms to and reinforces the presence of vehicle dealerships in this southern portion of Josephson Street.

Deletion is required in this series to allow lease finalisation of Block 17.

6. Particular Planning Considerations

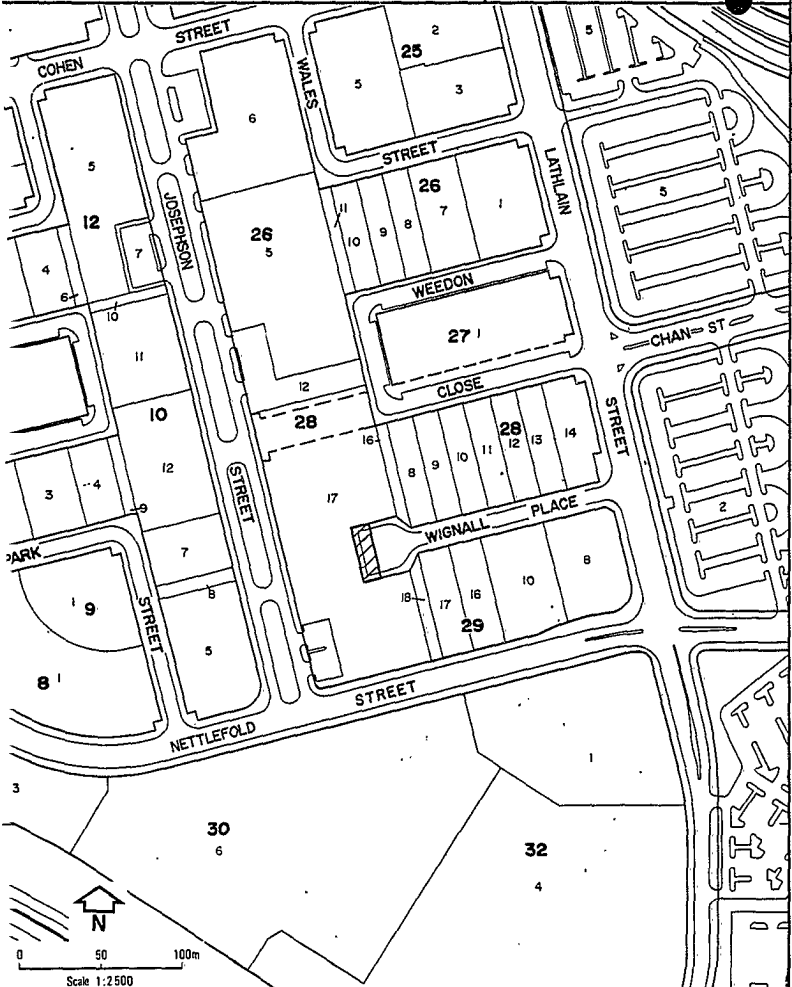
The northern boundary of the site is formed by the proposed extension of Weedon Close. However, the proposed deletion of Wignall Place is an independent action which is not necessarily related to the extension proposals for Weedon Close.

7. Environmental Considerations

Nil.

8. Public Consultation

No other public consultation has taken place. The proposed lessee supports the variation.



ROAD DELETION 

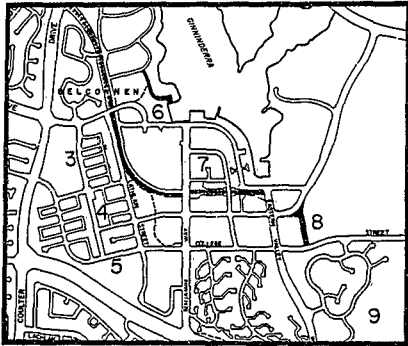
**BELCONNEN:** Wignall Place - Road Deletion



# Variation No 6

## VARIATION 6

BELCONNEN, BAYLES PLACE: Deletion from the Plan of Bayles Place, for the purposes of allowing good integration of the housing development of Section 86 with the lake foreshore parklands of Lake Ginninderra.



BELCONNEN: BAYLES PLACE - ROAD DELETION

1. Purpose

To delete Bayles Place from the City Plan.

2. Background

The Draft Policy and Development Plan for Belconnen Town Centre contains a policy for housing on Section 86. The housing proposal is consistent with the decision of the Joint Parliamentary Committee Inquiry on Lake Ginninderra October 1978. Deleting of Bayles Place will provide the best possible environment for that housing to proceed.

3. Road Length

290m.

4. Costs

There are no costs involved. Bayles Place if constructed would have cost \$200 000.

5. Existing Development

The area is undeveloped apart from a trunk cycle route. The Water Police building and the Town Gardens are developed further to the east.

6. Proposed Development

The proposal for Section 86 involves the development of up to 150 *medium density* housing units, including some aged persons units. A portion of aged persons units form part of the *public housing programme*, and it is envisaged that a suitable negotiated release package would allow for these units to be constructed as part of a total site development package, and to revert to the Commonwealth on completion.

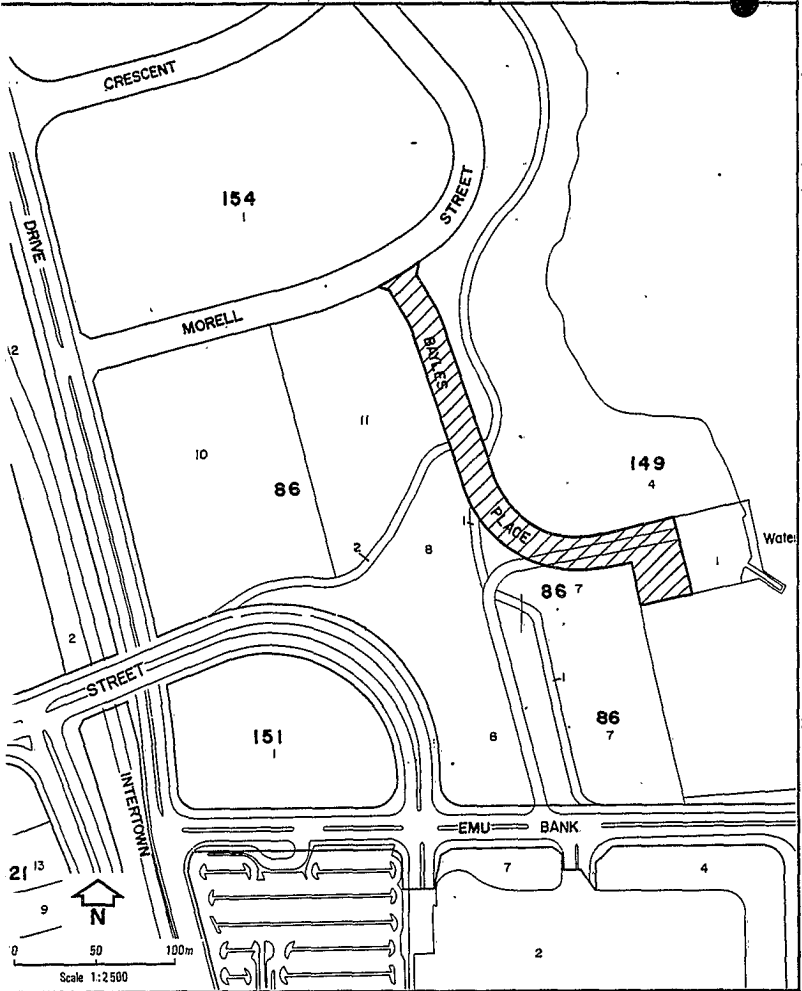
A new road will be required from Emu Bank to the Water Police Station. At this stage the amended road has not been planned in detail. However it will be presented as a variation in a future series.

7. Environmental Considerations

*Deletion of the road will enhance the landscape environment of this part of the lake foreshores.*

8. Public Consultation

The Commission released the Draft Policy Plan and Development Plan for the Belconnen Town Centre in April 1985 and the consultation period extended for six months. No comments were received on this road reservation or the proposal to place housing in the area.



ROAD DELETION 

**BELCONNEN:** Bayles Place - Road Deletion

Ginninderra Community Council,  
P.O. Box 526,  
Dickson, A.C.T.  
20/03/86

The Secretary,  
Dept of Territories  
G.P.O. Box 158,  
Canberra City, 2601

Dear Sir,

Re Variation 6 : Deletion of Bayles Place, Belconnen

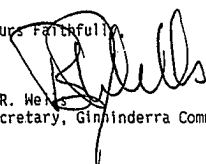
The Ginninderra Community Council wishes to make comment on this variation; and approve the deletion.

However, it is now appropriate to raise the issue of the most desirable form of land use for the adjacent land alongside Lake Ginninderra, especially for that of Section 149. This Section is part of the foreshore between Bayles Place and the lake. In the NCDC's briefing notes for this variation, no mention is made of the proposed use of these adjacent foreshores, including Section 149. The Joint Committee could be misled into believing that the land will remain as parkland, as the Ginninderra Community Council believes it should. Unfortunately, the NCDC thinks otherwise. 'The NCDC Draft Policy & Development Plan for Belconnen Town Centre' (April 1985) places this land in a category that allows edifices up to 5 storeys high. In the NCDC's Lake Ginninderra Development Plan (July, 1981) the area was designated for a Hotel/Motel site. It is worth recalling that in August 1982 a petition signed by some 1500 residents was presented to Mr Ken Fry MHR, the Member for Fraser, and a former Chairman of this Joint Committee, that there be no building on this foreshore site. Any further building on this promontary alongside the Water Police structure will not only alienate prime recreational foreshore, but also marr views from many locations around the lake. It will also have a deleterious effect on the amenity of the surrounding parkland because of vehicle movement to the premises. These issues were raised in our submission of 29/07/85 to the NCDC, and of 6/11/85 to the Minister for Territories.

We hope the Joint Committee will agree that all land to the East of Bayles Pl must be kept free of buildings and that Section 149 be kept as open foreshore land. It needs to have the security of gazettal as parkland.

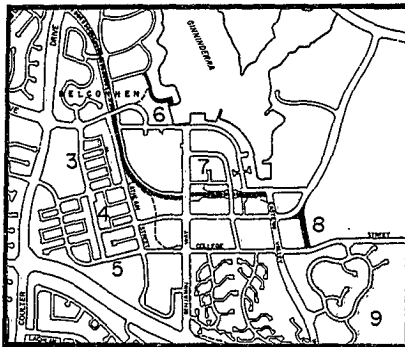
We urge the Committee to visit the Lake foreshore to view Section 149 alongside Bayles Pl, and we would appreciate an invitation to be present on such a visit and also at any public hearing.

Yours Faithfully,

  
B.R. Weir  
Secretary, Ginninderra Community Council

VARIATION 7

BELCONNEN; Section 54: Addition to the Plan to provide for a road link to improve access to development within Section 54 as well as to improve general traffic circulation in the immediate area.



BELCONNEN: SECTION 54 - ROAD ADDITION

1. Purpose

To provide a road link between the existing Swanson Court and Chandler Street to improve access to development within Section 54 as well as to improve general traffic circulation in the immediate area.

2. Background

The road is within the core area of the town centre. It is within a section that has remained virtually undeveloped since the major infrastructure for the centre was constructed in the late 1960s early 1970s. 1985 saw a sudden change with a number of new developments being undertaken.

A new town park, the release of two commercial buildings, the commencement of a health and day care centre, the completion of a small club and the advanced planning for a community centre to be committed this year concentrated at Section 54 and coming together in a short period of time have identified a need for improved access.

3. Length

The length of the proposed road is 100 metres.

4. Estimated Cost of Construction

Approximately \$250 000.

5. Existing Development

Section 54 Belconnen is bounded on the south by the Belconnen Bus Interchange, on the west by Benjamin Way and to the north and east by Chandler Street. The existing Swanson Court is a cul-de-sac providing access to the Belconnen Library, a three storey commercial development in construction on Block 39 and a two storey Health and Day Care Centre in construction on Block 41.

The town park is being established. An area on Block 42 has been irrigated, grassed and planted with trees.

A church centre and senior citizens club are also on Section 54 fronting Chandler Street.

6. Proposed Development

Further commercial developments are proposed at Blocks 37 and 40.

The road variation extending and widening Swanson Court will provide traffic and pedestrian access to the proposed community facilities development between the new roadway and the library and senior citizens club to the north. It will define the site.

The community facilities to be managed by the Department of Territories consist of a community hall, a performance hall, child care facility, meeting rooms, and a youth coffee shop. Floor area is approximately 4 000m<sup>2</sup>.

The road will provide improved access to future development on the south side of Swanson Court which is currently envisaged as being for offices and carparking. A review of street names will be necessary.

7. Particular Planning Considerations

The road variation will provide individual service access to the major components of the community facilities development which cannot adequately be provided from Chandler Street and the existing Swanson Court.

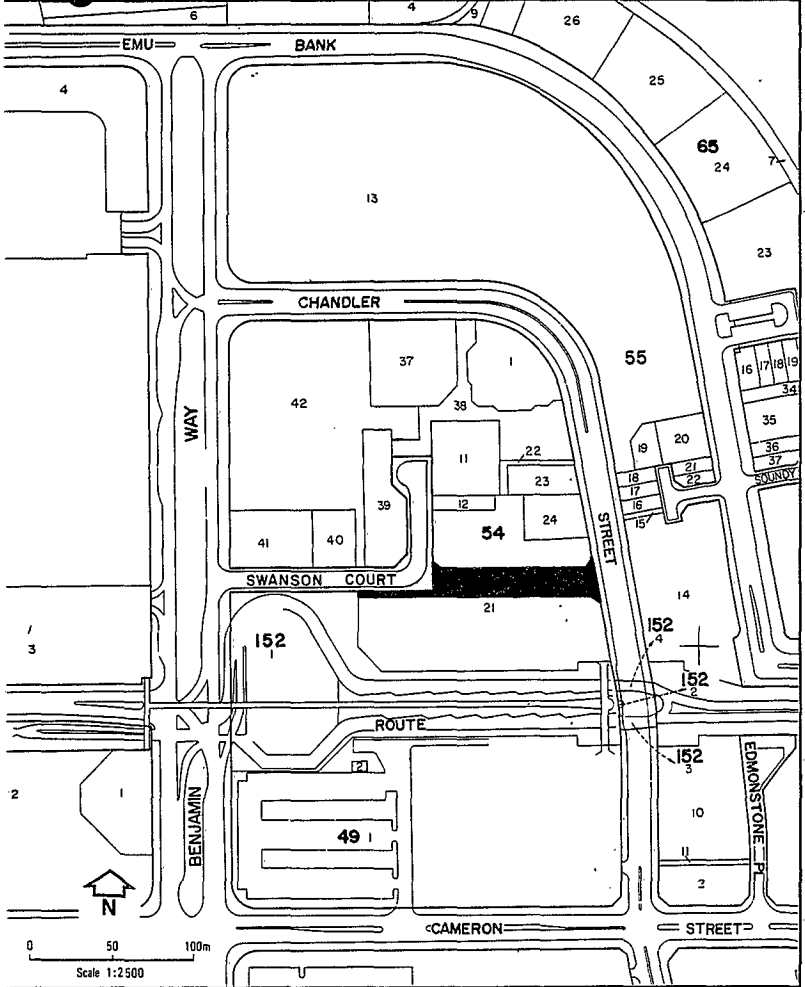
8. Environmental Considerations

None other than planning considerations.

9. Public Consultation

The road variation is a minor one and although not shown on the draft plan it is not inconsistent with the planning and development intentions in the core area of the town centre as described in the Draft Policy and Development Plan of April 1985. This plan was the subject of public consultation in 1985. The opportunity for further comment is available, through the publication of the Gazetteal submissions.





**ROAD ADDITION** 

**BELCONNEN:** Section 54 - Road Addition

24 Gleadon St  
Evatt ACT 2617  
Thursday 20/3/86

The Secretary  
Department of Territories

87<sup>th</sup> Series of Variations to the City Plan

I would like to offer the following comments on Variations 7 and 8 in relation to both the plans and volume of traffic along Chandler St. and Cameron Ave. and the Chandler St. / Cameron Ave. intersection.

My bicycle is my principle means of transport between Evatt and my place of work, Cameron Offices. Being able to cycle to work is part of the attraction to me of living and working in Belconnen. The cycleway around Lake Ginninderra is most convenient in getting to the town centre, but having reached its vicinity from either side of the lake, I am forced to take to the roadway to reach Cameron Offices.

The designated lock-up facilities for bicycles at Cameron are situated at either the western ~~end~~ or eastern ends of the complex, off Benjamin Way or Chandler St respectively.

Chandler St from the Belconnen Library to Wing 7 Cameron is currently the most convenient route I have found and I am concerned that the impact of Variations 7 and 8 will be to increase traffic using both Cameron Ave and Chandler St.

I do not consider the use of the pedestrian overpass over Cameron Ave., and the ramp system at the Chandler St end of Cameron Offices to be a viable solution to the problem of bicycle access to the offices because of the volume of both pedestrian and bicycle traffic and the lack of lock-up facilities for bicycles at this level in the offices complex.

Two significant dangers I have experienced along Chandler St are:

- i) Cars ignoring the "stop" signs in Cameron Ave. at its intersection with Chandler St.
- ii) Cars performing U. turns in Chandler St in the vicinity of a lay-by area adjacent to the bus interchange. I know of ~~at~~ one accident involving a motorcycle and a car performing just such a manoeuvre.

Have the effects of a probable increase in traffic as a result of implementing these variations, been fully considered? In particular,

- 1) For Variation 8: access to the town centre via Cameron Ave may appear more attractive than under the present traffic arrangements, resulting in Cameron Ave. having a far higher traffic density than Chandler St. How will traffic flow through the Cameron Ave. / Chandler St. intersection be regulated? Will Cameron Ave. be given precedence over Chandler St., reversing the current arrangement?

ii) For Variation 7: Does access to the community facilities planned for the space adjacent to the library really require Swanston Ct to be a "through" road? Under present conditions, with <sup>cars</sup> parking along both sides of Chandler St., another intersection, particularly one so close to the lay-by area, represents a further obstacle to the safe negotiation of Chandler St. by both bicycles and cars.

I am also puzzled as to where senior citizens and similarly less-mobile people are to park their cars while attending the community facilities. The current predominance of cars as principle means of transport in our society makes me wonder whether proximity to the bus interchange will be sufficient incentive to encourage access to the facilities by bus, as seems to be the intention.

A further comment I would like to make is that I consider the information on display for Variation 8 to be somewhat deficient. From memory, at least two references are made to Section 48 in the description of the general plan for the area, yet Section 48 was not marked on the map on display. Unfortunately, I have not kept myself enough time to seek further information to clear up <sup>or</sup> my confusion about the plan for this area and to include any more comments on the plan.

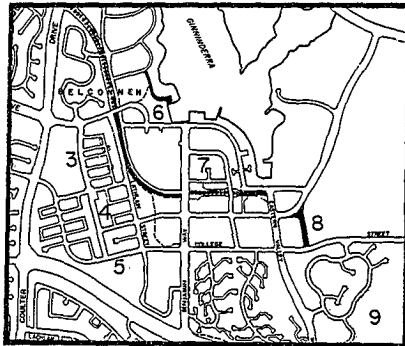
My general concern is: is the emphasis on access to the Belconnen town centre to be entirely in favour of the car? Surely the lessons of Civic should be learnt and alternative means of transport encouraged

and adequately planned for.

Yours sincerely  
(Ms) Helen Brewer

VARIATION 8

BELCONNEN, Aikman Drive: Additions and deletions to the Plan to provide for the extension of Aikman Drive to link into Cameron Avenue. The variation also includes the deletion of an earlier link planned to allow Aikman Drive to extend through to College Street.



BELCONNEN: AIKMAN DRIVE - ROAD ADDITIONS AND DELETIONS

1. Purpose

This proposal provides for the extension of Aikman Drive to link into Cameron Avenue, together with the deletion of an earlier link planned to allow Aikman Drive to extend through to College Street.

2. Background

The proposal conforms with the Draft Policy Plan of April 1985 and is not contentious. The peak traffic volume expected is in the region of 1000 vehicles in the peak hour with a Town Centre employment of 13-15 000.

3. Length

The length of the road is 370m and includes a dual carriageway to separate traffic flows and allow small differences in elevation of the two carriage-ways, which occur due to the differences in radii of the carriageways.

4. Estimated Cost of Road Construction

Approximately \$350 000.

5. Existing Development

There is no existing development adjacent to the proposed road, and the nearest buildings are the Lutheran Church on Block 3 Section 47, and the new Secondary College on Block 43 Section 65. Block 6 Section 48 has been leased for an indoor recreation centre which will be in construction later in 1986.

6. Proposed Development.

The proposal relates primarily to access to the core area of the Town Centre, but it also forms the Southern and Eastern boundaries of Blocks 6 and 7 of Section 47, which are currently being leased for commercial recreation. It is not desirable to access Section 47 from the proposed road, but it is desirable that the road construction and its verges be in place so that the development has a finished and landscaped frontage. The Commission is also currently constructing further long stay carparking on Section 48.

7. Particular Planning Considerations

The proposal is designed to channel traffic directly towards the Section 48 carparking and to provide a more direct approach to other destinations in the core area than would have been possible with the existing gazetted alignments. Some cost savings are also possible with this proposal.

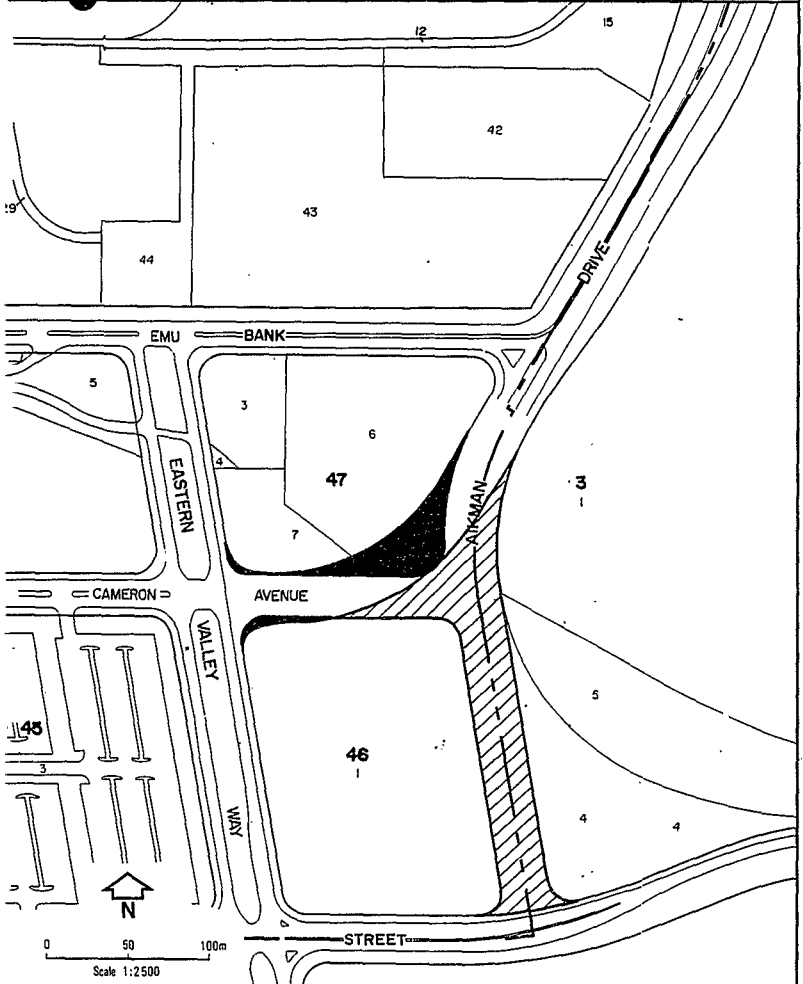
8. Environmental Considerations

The site is currently unleased Commonwealth land.

9. Public Consultation

There were no objections to this proposal during the public consultation phase of the Draft Policy and Development Plan proposals for Belconnen Town Centre in April 1985.





**ROAD ADDITION**   
**ROAD DELETION** 

**BELCONNEN:** Aikman Drive - Road Addition  
 & Road Deletion

24 Gleadon St  
Craik ACT 2617  
Thursday 20/3/86

The Secretary  
Department of Territories

87th Series of Variations to the City Plan

I would like to offer the following comments on Variations 7 and 8 in relation to both the plans and volume of traffic along Chandler St. and Cameron Ave., and the Chandler St. / Cameron Ave. intersection.

My bicycle is my principle means of transport between Craik and my place of work, Cameron Offices. Being able to cycle to work is part of the attraction to me of living and working in Belconnen. The cycling around Lake Ginninderra is most convenient in getting to the town centre, but having reached its vicinity from either side of the lake, I am forced to take to the roadway to reach Cameron Offices.

The designated back-up facilities for bicycles at Cameron are situated at either the western ~~end~~ or eastern ends of the complex, off Benjamin Way or Chandler St. respectively.

Chandler St from the Belconnen Library to Wing 7 Cameron is currently the most convenient route I have found and I am concerned that the impact of Variations 7 and 8 will be to increase traffic using both Cameron Ave and Chandler St.

I do not consider the use of the pedestrian overpass <sup>over</sup> Cameron Ave., and the ramp system at the Chandler St. end of Cameron Offices to be a viable solution to the problem of bicycle access to the offices because of the volume of both pedestrian and bicycle traffic and the lack of back-up facilities for bicycles at this level in the office complex.

Two significant dangers I have experienced along Chandler St. are:

- i) Cars ignoring the "stop" signs in Cameron Ave. at its intersection with Chandler St.
- ii) Cars performing U. turns in Chandler St. in the vicinity of a lay-by area adjacent to the bus interchange. I know of ~~two~~ one accident involving a motorcyle and a car performing just such a manoeuvre.

Have the effects of a possible increase in traffic as a result of implementing these variations, been fully considered? In particular,

- i) For Variation 8: access to the town centre via Cameron Ave may appear more attractive than under the present traffic arrangements, resulting in Cameron Ave. having a far higher traffic density than Chandler St. How will traffic flow through the Cameron Ave. / Chandler St. intersection be regulated? Will Cameron Ave. be given precedence over Chandler St., reversing the current arrangement?

ii) For Variation 7: Does access to the community facilities planned for the space adjacent to the library really require Swanston Ct to be a 'through' road? Under present conditions, with <sup>cars</sup> parking along both sides of Chandler St., another intersection, particularly one so close to the bus-by area, represents a further obstacle to the safe negotiation of Chandler St. by both bicycles and cars.

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My general concern is: is the emphasis on access to the Belconnen town centre to be entirely in favour of the car? Surely the lessons of Civic should be learnt and alternative means of transport encouraged

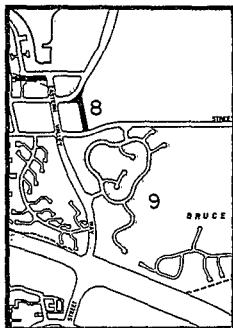
and adequately planned for.

Yours sincerely  
(ms) Helen Brewer

# Variation No. 9

## VARIATION 9

- BRUCE; Section 4: Addition to the Plan to provide for the road layout for the Bruce Ridge West housing estate.



BRUCE: SECTION 4 - ROAD ADDITIONS

1. Purpose

To provide the road layout for the Bruce Ridge West housing estate.

2. Background

The Draft Policy and Development Plan for Bruce Ridge West was published on 10 August 1985 and is now being finalised.

*The proposed housing estate formed part of the Draft Plan, and the most noteworthy feature of the proposed area was that it was on steep land and overlapped an area designated for the National Estate.*

The National Estate area included a geological feature known as 'the gossan'. The policy and development plans intention is to preserve the gossan and the Australian Heritage Commission has concurred.

*The upper slopes of the area shall be reserved for the conservation of the wooded ridge. The policy for the lower slopes is to provide a mixture of housing, with medium density housing being located on the lower slopes, standard housing on the middle slopes, and cluster housing in the upper areas.*

3. Length

2.37 kilometres.

4. Estimated Cost of Construction

For roads and services is \$3 million.

5. Existing Development

The site is undeveloped. To the South East is the Jennings Estate, and to the East is the Bruce Ridge and, beyond that, Radford College. To the West is Emu Ridge housing, which includes a local shop and oval. These facilities are accessible to pedestrians via an underpass on Eastern Valley Way. Access to schools - other than Radford College will be by bus or cycle.

6. Proposed Development

The road layout is based on provision of a loop road with culs-de-sac to individual housing blocks and access points to cluster developments.

The road variation will permit the development of the three types of housing indicated. Turnoff is in the 1987/88 programme. The following are the current figures but may be amended in detail during finalisation of the work.

	<u>Block Size</u>
• Standard Housing	66 (900 - 1 000m <sup>2</sup> )
• Medium Density Housing (courtyard & townhouse blocks)	153 (courtyard/townhouse)
• Low Density Cluster Housing (compact clusters in a landscape setting)	64 (1 000m <sup>2</sup> + each)
TOTAL	<u>283 units</u>

In accordance with usual practice there will be Government Housing Units developed within the scheme.

The road system results from a need to access the site from both Eastern Valley Way and College Street, to provide bus services through the estate, and to produce a road layout which inhibits the development of a diagonal "rat run" between Eastern Valley Way and College Street. To achieve these objectives, a system of a loop road is proposed, with access to this loop being off two entry points only. The lower half of the loop has a wider carriageway to allow passage by bus transport.



## 7. Particular Planning Considerations

The layout contains provision for the following features:

- cluster housing with a high landscape component, allowing housing to blend into the visually important wooded ridge skyline;
- special attention to the design of drainage on the steep gullies, with the loop road acting as an interceptor to flows, and with the gully landscapes treated in a naturalistic way;
- a cut off drain/fire break/nature trail is placed between the upper edge of the development and the Bruce Ridge. Access to the geological feature of the gossan and nature reserve will be via this trail;
- an emergency access is proposed between the South Bruce and Bruce West estates, to overcome problems if the exit to South Bruce from Jaeger Circuit were blocked.

This residential area will be served by schools at Aranda and Macquarie, a local shop at Emu Ridge (accessible by an underpass under Eastern Valley Way) and Belconnen Town Centre facilities. Recreation requirements can be met on Bruce Ridge itself, the playing field at West of Eastern Valley Way and good access to Lake Ginninderra and its surrounds.

The Commission is continuing to examine alternative means of providing safe pedestrian access across Belconnen Way.

## 8. Environmental Considerations

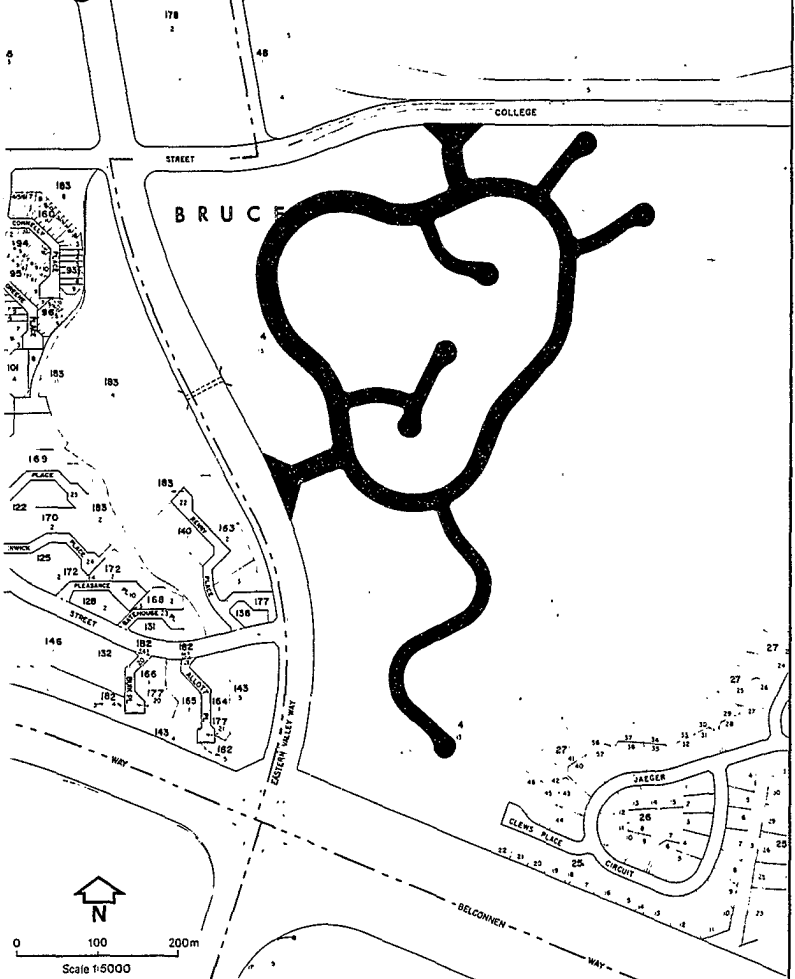
Extensive negotiations occurred with the Australian Heritage Commission, Canberra College of Advanced Education and independent geological consultants to establish the significance and use of the previously designated Heritage Area.

The Heritage Commission has agreed to modify the boundaries of the proposed heritage area in the knowledge that the gossan will be protected by the plan. The gossan geological feature while not unique to the region does provide an important and convenient sample for geology students in the ACT.

Management of the environment of the upper slopes of the ridge will be subject to a management plan, both to ensure public access, and to improve the ability to gain rapid access to the area for purposes of fire control.

9. Public Consultation

The Draft Policy and Development Plan was published in August 1985 and is currently being finalised for final distribution. There were no objections to the proposed development, other than from residents of South Bruce, who had concerns about an area to the South of their development not included in this gazettal proposal, and who opposed a through route connection between the South and West Bruce Estates. There were two objections to the reduction of the Heritage Area, but in agreement with the Australian Heritage Commission it was accepted that these submissions did not raise substantive points which would support retention of the Heritage Area in its present form.



ROAD ADDITION

BRUCE: Section 4 - Road Additions

3 Portus Place  
BFUCE 2617  
13 March 1986

SECRETARY  
DEPARTMENT OF TERRITORIES  
GPO BOX 158  
CANBERRA

87 th Series of Variations to City Plan  
Comment/objection to Variation 9

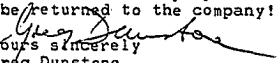
The N.C.D.C. has indicated in relation to this proposed development that significant effort will be made to ensure the landscape quality of the development is high. Some examples of statements by NCDC are shown below:

- . "measures will also be taken to protect the gully from damage during the construction period"
- . "Specific development controls will be devised for these blocks"
- . "gully landscapes treated in a naturalistic way"
- . "housing with a high landscape content"
- . "little likelihood that contractors will need to go into the reserve area....any damage....will be rectified by contractors"

I am in agreement with these types of development conditions, HOWEVER, past performance in the adjacent Jennings development indicates that NCDC/Dept of Territories have not the legal power or willingness (I don't know which) to enforce development conditions.

Many examples can be provided where the Jennings development has not met the development conditions. In fact they seem to have been blatantly ignored. Some examples are attached in the Appendix. However of major concern has been the damage to the hill reserve. A proliferation of informal access "roads" has occurred.

THUS I ask that the proposed development not proceed until some guarantee can be provided that the same will not happen again. This guarantee would need to indicate how contractors are to be adequately supervised and adequately penalised for non compliance. It would also need to indicate a willingness by the appropriate authority to get tough and insist on conditions being met, and not watered down as the development proceeds. In the Jennings case, I understand that the company still has every chance that its bond will be returned to the company!

  
Yours sincerely  
Greg Dunstone

SOUTH

Appendix A

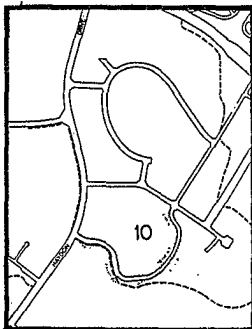
The following development conditions have been broken in the BRUCE development by Jennings.

- . "That the site be developed in a manner sympathetic with the landscape. This will require the leasee to exercise special care; in the design and siting of buildings to suit the topography; so that scale of buildings are reduced;"
  - = The houses, particularly in later stages are HUGE. They dominate the streetscape. Sizes of around 30 square are not uncommon.
  - = The styles of housing are hardly sympathetic with landscape. There are Tudor style, Arches, Columns and any amount of inappropriate style.
- . "Leasee required to protect, retain, integrate and reinforce the sites unique landscape qualities"
  - = The reserve ridge outline has been destroyed by housing developments out of character with the area.
- . "Where housing joins the hill reserve, the integration of existing landscape is important"
  - = Even a high brick fence has been allowed from one lease onto the reserve! This is hardly integration.
- . "The hill reserve to the north and west of the site will retain its native landscape intact. It is expected that areas of natural landscape will be integrated into the development and that existing mature trees and established regeneration will be retained where practical."
  - = Extensive damage to reserve due to proliferation of access roads
- . "High standard of design.... sensitive approach maintained at all times"
  - = Drive through BRUCE and it is obvious that this approach has not been maintained.

# Variation No 10

## VARIATION 10

BRUCE, Section 9: Addition to the Plan of an existing road which provides access to the Bruce TAFE.



BRUCE:- SECTION 9 - ROAD ADDITION

1. Purpose

To add to the Plan a constructed road which provides access to the Bruce TAFE.

2. Background

The access road to the Bruce TAFE was built as part of the site development of that complex. As the TAFE has developed, the road has provided a local bus service for students, but this has created difficulties because the cul-de-sac form of the access road made it difficult to turn buses around. Part of the College carpark was used for this manoeuvre which proved an unacceptable arrangement for bus drivers.

When the World Cup Athletics were being planned, it became evident that improved bus operations for the Games would result if the TAFE road were extended to Battye Street. This action was taken, and with the added benefit that parking in the College was also available for use as overspill parking during the World Cup.

3. Length of Road

1.1 kilometre.

4. Cost

Nil

5. Existing Development

Bruce TAFE, National Sports Centre.

6. Proposed Development

No further development is planned to the immediate south or east of the development.

7. *Particular Planning Considerations*

The road arrangements are acceptable to the Bruce TAFE. The road offers the flexibility for joint use of the TAFE parking and opportunity for bus services on this route.

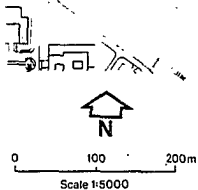
8. *Environmental Considerations*

Nil

9. *Public Consultation*

Nil





ROAD ADDITION

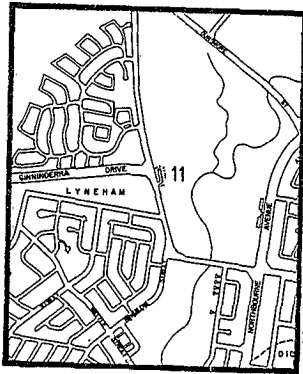


**BRUCE:** Section 9 - Road Addition

# Variation No 11

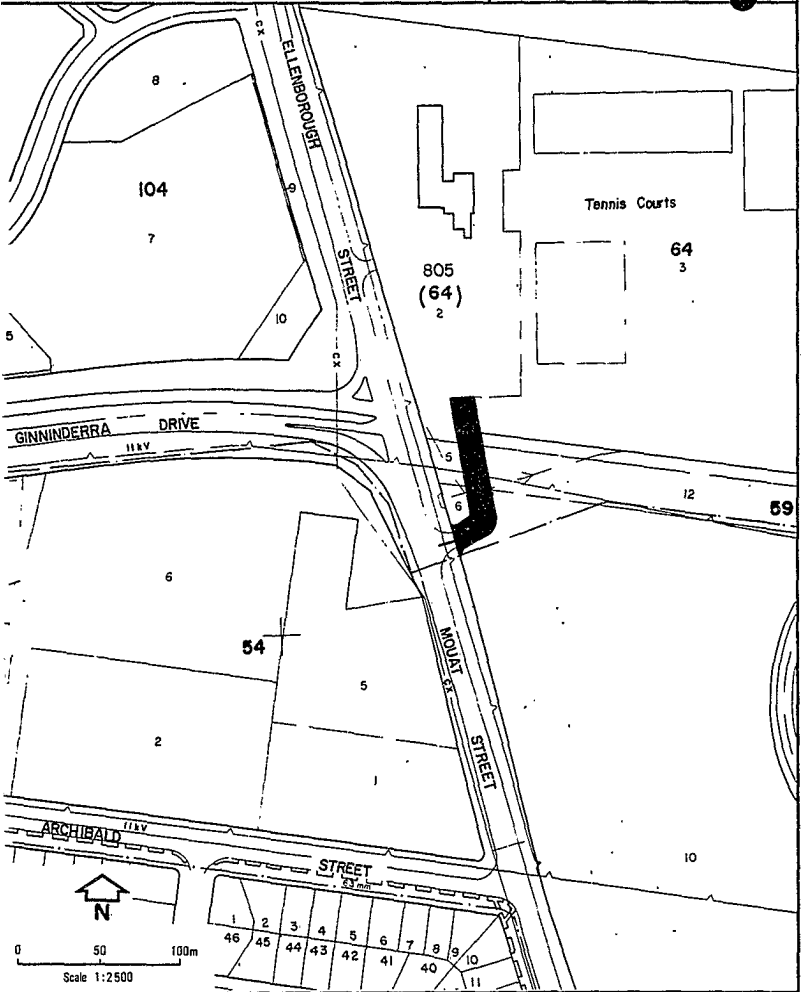
## VARIATION 11

LYNEHAM, Section 59 Block 9: Addition to the Plan of an existing road which accesses land currently leased to the ACT Lawn Tennis Association Incorporated.



LYNEHAM: SECTION 59 - ROAD ADDITION

1. Addition to the plan of an existing road which accesses land currently leased to the ACT Lawn Tennis Association Incorporated.
2. Area  
  
Approximately 1527 m<sup>2</sup>
3. Cost  
  
Nil
4. Existing Development  
  
The road provides access from Mouat Street to the National Tennis and Squash Centre. Direct access is impeded by a large stormwater drain at the intersection of Ginninderra Drive and Mouat Street.
5. Proposed Development  
  
The ACT Lawn Tennis Association Inc. has applied to incorporate into its lease a commercial indoor cricket stadium. The current tenure arrangements over the three blocks occupied by the Association are unsatisfactory. The Department, with the approval of the Association and the NCDC intends to rationalise these leases and at the same time formalise the existing access, to allow independent access to each block.
6. Particular Planning Considerations  
  
Nil
7. Public Consultation  
  
Nil



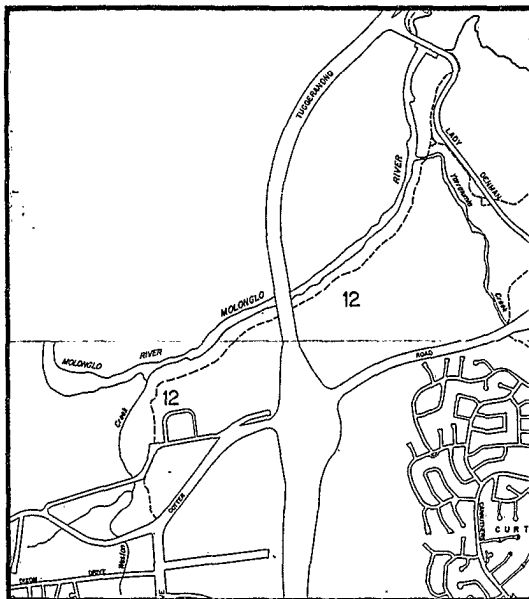
ROAD ADDITION 

LYNEHAM: Section 59 - Road Addition

# Variation No 12

## VARIATION 12

HOLDER TO SCRIVENER DAM: Addition to the Plan of a trunk cycleway from Streeton Drive, Holder, to the existing Yarramundi Reach cycleway at Lady Denman Drive.



HOLDER TO SCRIVENER DAM - CYCLEWAY ADDITION

1. Purpose

To provide a trunk cyclepath from Streeton Drive, Holder, to the existing Yarramundi Reach cycleway at Lady Denman Drive.

2. Background

The proposed cyclepath is an important link in the metropolitan Canberra trunk cycleway network identified on the Commission's Policy Plan.

The intention to construct a cyclepath on this alignment has been included on all the public Canberra Cycleways brochures since the initial publication in November 1977.

Following the construction of the cyclepath from Yarramundi Reach to Yarralumla to complete the Lake Burley Griffin system of cycleways in 1982 there has been considerable public interest in the programming for this link.

The cyclepath will provide a direct connection for the residents of Weston Creek with Belconnen, North Canberra and the Central Area.

3. Length

The length of the proposed cyclepath is approximately 3.3 kilometres.

4. Estimated Cost of Cycleway Construction

Approximately \$400 000.

5. Existing Development

The cyclepath commences at the existing path in Streeton Drive, Holder, and travels in a northerly direction across the Cotter Road. The cyclepath then follows the western edge of the pine plantation and continues north along the eastern boundary of the disused sewage works toward the Molonglo River.

Travelling in a generally north east direction the cyclepath then continues up the Molonglo River corridor, on the south bank, and connects with the existing path south of Scrivener Dam.

Through this area the existing development to the south of the cyclepath is the Australian National University Botanical Research Centre on Block 676 and an area for Forest Research by the CSIRO on Block 678. Blocks 1157 and 647 are managed by the Department of Territories as horse agistment paddocks. A portion of Block 625 forms part of the National Estate having been included in 1983 in relation to the listing of the Yarralumla Woolshed and its semi rural environs. Part of this block is used by the Canberra Lakes Pony Club.

The entire length of the cyclepath is within the defined area of the National Capital Open Space System.

#### 6. Proposed Development

The cycleway variation will permit the development of a 2.5m wide bituminous sealed cyclepath within a 5m reservation. The proposal retains all the existing development with the exception of approximately 0.25 hectares to be excised from Block 678 and minor adjustments to the fencing of the horse agistment paddocks on Blocks 647 and 1157.

Construction of the cyclepath is programmed for commencement in the 1985/86 financial year with completion expected in the 1986/87 financial year.

#### 7. Particular Planning Considerations

The route has been selected to provide the most direct connection within the Commission's guidelines for the horizontal and vertical alignments of trunk cycleways.

With the exception of the crossing of Cotter Road the route is free of conflict with motor vehicles. The existing traffic signals at the intersection of Cotter Road and Streeton Drive are to be modified to provide protection for pedestrian/cyclist movements at this point.

The section of the cyclepath route most exposed to the threat of a flood in the Molonglo River occurs approximately 500m either side of the Tuggeranong Parkway bridge. It is proposed to install flood warning devices to provide protection for these two areas.

It has been recognised that the corridor is used extensively by equestrians and special measures have been incorporated to avoid conflict. In particular the crossing of Yarralumla Creek has been aligned to minimise the impact on the equestrian cross country course on Block 625, and the area under the Tuggeranong Parkway bridge has been designed to improve equestrian movements.

#### 8. Environmental Considerations

The cyclepath alignment has been designed to provide a convenient and relatively gentle route in a pleasant riverine corridor for the recreational user while remaining direct and attractive for commuter cyclists.

In recognition of the importance of the Molonglo River corridor a Landscape Assessment report was prepared on this cyclepath. The study assessed the visual and environmental factors pertinent to the most satisfactory alignment of the cyclepath.

The purpose was to minimise land form modifications and provide an alignment which complimented the natural environment while providing public access to the valley corridor.

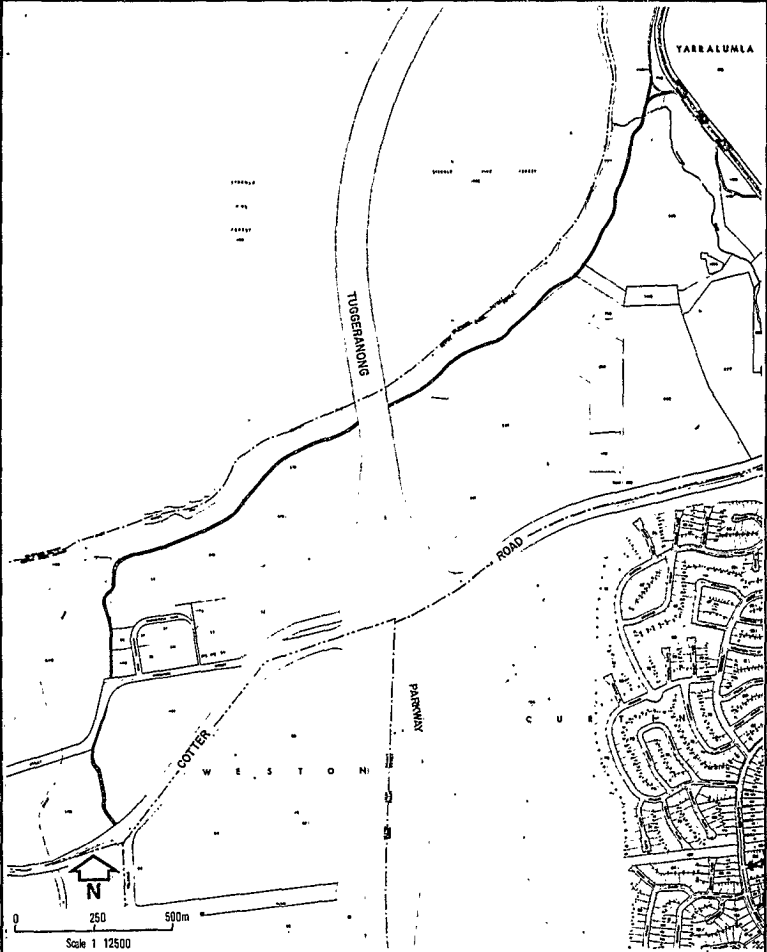
#### 9. Public Consultation

The proposal is consistent with approved policy so general public consultation was not necessary.

However, individuals and organisations who had expressed an interest in the cyclepath were contacted. Comments were invited from the ACT Equestrian Association, Pedal Power, the Canberra Lakes Pony Club and Mr P. Smith of Weston, representing Weston Creek cyclists.



Pedal Power and Mr P. Smith supported the route. However, the Canberra Lakes Pony Club who use part of Block 625 have stated their qualifications to the route adjacent to this block. The construction of the cyclepath will necessitate the relocation of three obstacles of the cross country course they have developed, outside Block 625, in the river corridor. They have, however, supplied the Commission with information on measures that can be included in the design of the cyclepath to enable the continued operation of the cross country course.



**WESTON CREEK:** Holder to Scrivener Dam -  
Cycleway Addition

Cycleway Addition

The Secretary -  
Department of Territories  
GPO Box 158  
Canberra ACT 2601

Dear Sir,

PROPOSED CYCLEWAY THROUGH EQUESTRIAN PARK  
(Variation 12; Special Gazette no. S 76, 27 February 1986)

We wish to endorse the attached objection lodged by members of the  
Canberra Lakes Pony Club on behalf of users of Equestrian Park and  
others.

*Robert* R.A. SCOTT. PRESIDENT ZONE 16 PONY CLUB ASSOCIATION OF  
NSW  
21 NERING ST LYONS ACT 2606

*Abraham* N.C. MURPHY, Secretary ZONE 16 PCA of NSW  
18 Delvent ST LYONS 2606

*Klaus Hill* PRESIDENT OF THE  
A.C.T. EQUESTRIAN ASS.  
*Sue Jones* PRESIDENT. BEGINNER PONY  
CLUB

*M. Womby* Secretary, APHA

*John Downey* A.C.T. P.A.

*G. Harb.* President, Kandal Pony Club.

*J. Powell*  
PRESIDENT  
HALL PONY CLUB

The Secretary  
Department of Territories  
GPO Box 158  
Canberra ACT 2601

Dear Sir,

PROPOSED CYCLEWAY THROUGH EQUESTRIAN PARK  
(Variation 12; Special Gazette no. S 76, 27 February 19

We wish to endorse the attached objection lodged by members of the Canberra Lakes Pony Club on behalf of users of Equestrian Park and others.

*John M. Round*  
Millview Equestrian Club -  
T. Paart - Secretary, Terraborbozo  
*M. J. Rickard* President - Canberra Ride  
A.C.T. Dressage

PO Box 1061  
Woden ACT 2606  
16 March 1986

The Secretary  
Department of Territories  
GPO Box 158  
Canberra ACT 2601

Dear Sir,

PROPOSED CYCLEWAY THROUGH EQUESTRIAN PARK  
(Variation 12; Special Gazette no. S 76, 27 February 1986.)

We wish to lodge an objection to the currently proposed routing of the planned cycleway between Scrivener Dam and Weston Creek.

The currently proposed route

1. would be deleterious to the Equestrian Park horse riding and competition facility, and
2. would create needlessly safety hazards for cyclists and equestrians alike.

Further, we believe that there are (at least) two alternative routes available for this section of the cycleway network, either of which would reduce if not eliminate dangers to cyclists and horse riders, and one of which would serve to entice bicycle traffic from the Cotter Road, as well as cost one half as much as the currently proposed route.

#### Background

By way of background, Equestrian Park is the centre for public equestrian activities in Canberra and the surrounding area. In fact, as stated in an NCDC-commissioned study:

"The Yarralumla Equestrian Park is the only competition area provided for general public use."

(Provision of Equestrian Facilities in the ACT, p. 2/13, 1983, emphasis added.)

As such, the facilities at Equestrian Park are used intensively by children and adults from the entire Canberra area and beyond not only for competition but also for instruction in safe riding, for recreational riding, and for practise jumping.

The area is maintained largely by the Canberra Lakes Pony Club, through voluntary work groups composed of parents, and used not only by this Club but also by the Belconnen Pony Club, the Canberra Riding Club, the Hall Pony Club, the Jerrabomberra Riding Club, the Kambah Pony Club, the Murrumbateman Pony Club, the Queanbeyan Pony Club and the Sutton Pony Club.

Equestrian Park is used also as a venue for competitions involving the whole of Zone 16 of the Pony Club Association of New South Wales (which includes the ACT), and by many other equestrian groups as well.

#### The Problem

The currently proposed cycleway route would sever from the main portion of the Equestrian Park Cross Country Jumping Course a vital training and competition area known as the "sandpit." In addition to providing an essential component in the variety of terrain required for a viable cross country jumping course, the "sandpit" area provides a much used and invaluable location for training children and other riders in the safe negotiation on horseback of steep slopes of varying inclination. Learning to negotiate such slopes is an essential requirement for safe riding and the "sandpit" area is uniquely suited for teaching as well as competition purposes because it provides a range of slopes, from gentle for the youngest riders to quite steep for the more advanced.

Although some other jumps that would be affected by the currently proposed cycleway route could be relocated, it is not possible to relocate this natural "sandpit" area, nor is there any other area that might serve the functions it fulfills.

When the Canberra Lakes Pony Club learned - very belatedly - of the plans of the NCDC to push ahead with the currently proposed cycleway route without prior consultation with those interested in preserving Equestrian Park, some effort was made by the Club - within the very narrow time frame available - to make suggestions that might reduce somewhat the impact on the cross country jumping course. These suggestions cannot overcome completely the problem of providing safe access to the "sandpit" area, nor remove the inherent danger of cyclist/equestrian conflict in a cross country jump course environment.

Therefore, a consideration of the minor adjustments subsequently incorporated by the NCDC has led to the increasingly widely held view that the currently proposed cycleway route would have a very deleterious effect on Canberra's only publically available equestrian facility and would generate otherwise avoidable hazards for equestrian and cyclist alike.

#### Hazards Created by the Proposed Route

When competing in a cross country jumping event over the Equestrian Park course riders - children and adults of varying levels of skill and experience - are atop horses weighing 250 - 500 kilos or more and moving at a very rapid rate, on occasion at a full gallop. A cycleway adjacent to this course, a new fence, and so on invariably would increase the chances of serious accidents, which could well involve cyclists.

In this context, an authoritative treatise on the design of cross country courses is worth quoting:

"Like many sports, cross country riding has inherent dangers and as more and more people take part there must become a greater awareness of the risks involved.

Course designers and fence (i.e. jump) makers must try and reduce these dangers to a minimum, while at the same time leaving the character of the competition intact."

(Constructing Cross Country Obstacles, 1979 revised.)

The nature of some equestrian activities, to be sure, at times causes parents concern, worry and soul-searching. But, most feel that some children have certain natural needs for adventurous activities, especially teenagers, and that by providing a wholesome and well supervised outlet for these needs the likelihood of searching for adventure through drug-taking or other harmful activities is reduced. In addition, equestrian activities help children to develop a sense of responsibility and self-confidence which is likely to stand them in good stead in their adult years.

Moreover, everything humanly possible is done to ensure that children (and adult riders) learn safe riding practises and that the areas where they ride are free of hazards.

— It should be emphasized, further, that the currently proposed cycleway route also crosses the main public equestrian trail connecting two riding schools and a number of agistment paddocks to the Green Hills Pine Plantation riding area. This public bridle path is used heavily, often by groups of 10 to 20 riders of varying ages and levels of experience.

Thus, the currently proposed cycleway route through Equestrian Park and across the Public bridle path would create new and unnecessary hazards for equestrians and cyclists alike.

#### Cost

The currently proposed cycleway route was first costed at \$377,000 and this was later revised upwards to \$408,000.

#### Alternative Cycleway Routes

There are two main alternatives to the currently proposed route. These are indicated on the attached diagram (map) and described below.

Alternative A: "North Molonglo River" route. From Scrivener Dam to Weston Creek along the north bank of the river. This would be the same basic route as the currently proposed route, but on the north side of the river (rather than along the south side as is currently proposed). In dismissing this north river route as a feasible possibility, NCDC consultants commented:

"Unfortunately, this route is also well used as an equestrian trail and the potential conflict is of some concern."

(NCDC Consultants, Route Selection Report, March 1985)

This is ironic because the currently proposed route has far more potential for equestrian/cyclist conflict than this previously dismissed northern route.

Alternative B: "South Cotter Road" route. From Scrivener Dam using existing cycleways, through existing cyclist/horse underpass under Cotter Road, along existing cycleway to edge of North Curtin Oval, along south side of Cotter Road and across existing bridge over Tuggeranong Parkway to Streeton Drive, thereupon joining existing footpath/cycleway.

This south Cotter Road alternative was described by NCDC consultants as a viable, feasible route with a good deal to recommend it, though some possible disadvantages were noted.

Advantages and Disadvantages of  
the South Cotter Road Alternative

Disadvantages (relative to the currently proposed route):

1. Regarded as less scenic.
2. Slightly more hilly, though steepest grade no steeper than currently proposed route.
3. Slightly longer distance between Scrivener Dam and Weston Creek (3930 m. versus 3800 m.), i.e. 190 m. or 3.4% longer.
4. Crossing of bridge over Tuggeranong Parkway and associated ramps involved.

Advantages (relative to the currently proposed route):

1. Preserves safety and viability of Equestrian Park. Involves no new cyclist/equestrian interface. Protects cyclists from accidents involving horses.
2. Requires no crossing of public equestrian trail between riding schools/agistment paddocks and pine forest riding area.
3. Provides a direct cycle route between Weston Creek and Curtin, between Weston Creek and the horse riding schools, between Weston Creek and the agistment paddocks, between Curtin and Cooleman Court, between Curtin and the AME school, between Curtin and the Weston tennis courts and ovals, etc.
4. Does not require a level crossing of the Cotter Road.
5. Does not require flood danger signs, automatic flood warning lights, or emergency escape exits over fences as are required (and planned) with the currently proposed plan.
6. Cyclists' visibility less likely to be reduced by extended fogs (as occur along the river during Winter).
7. The south Cotter Road route has been costed at \$202,500. It would cost one-half as much as the currently proposed route.

Discussion of Alternatives

The currently proposed cycleway route through Equestrian Park appears to have been selected primarily on the basis of being more scenic for recreational cyclists and being believed to provide a more direct route for commuter cyclists.

Certainly cost could not have been a consideration as the currently proposed route would be over twice as expensive as the south Cotter Road alternative.

The Cotter Road itself is presently used on a regular basis for Weston Creek to Curtin cycle traffic: Kids cycling to the horse riding schools; young teenagers cycling to work in the Cooleman Court area; etc. As NCDC consultants acknowledge, the currently proposed route through Equestrian Park would not do anything towards removing this Weston Creek - Curtin cycle traffic from the Cotter Road.



NCDC consultants also suggested that the south Cotter Road alternative might encourage cyclists onto the Tuggeranong Parkway. Aside from being very speculative, this suggestion is not supported by observation. That is, many commuter cyclists already use the Cotter Road itself to reach the cycleway network in Curtin but seem quite able to resist any temptation to veer onto the Parkway as they pass it.

It seems highly unlikely, therefore, that the south Cotter Road alternative would deter either the commuter or the recreational cyclist from using this section of the network. As indicated, the south Cotter Road alternative is only 190 m. (3.4%) longer than the currently proposed route.

And, some of the \$200,000 that would be saved if the south Cotter Road alternative was chosen easily could be used to level out some of the rises along this route.

Finally, NCDC consultants suggested that the use of the Cotter Road bridge over the Tuggeranong Parkway by cyclists was less than ideal. Yet, this kind of crossing would not be much different to a number of others in Canberra where cycle and auto traffic pass close together, separated by crash-proof steel barriers. More importantly, because the Cotter Road itself is used already by cyclists and will continue to be so used (it is the most direct route between two areas of dense habitation) the present situation of no cycleway across the bridge is far more dangerous than any proposed cycleway would be. And, during periods of rainy weather and danger of flooding, when the currently proposed route could not (or would not) be used, commuter cyclists would be forced back onto the Cotter Road amongst the automobiles and trucks.

#### Penultimate Points

1. The currently proposed cycleway route through Equestrian Park appears to have been suggested as early as 1977. The decision to push ahead with this route has ignored subsequent recommendations by other NCDC consultants to upgrade Equestrian Park.
2. The route selection process made specific provision for early input by some cyclists. No provision was made for such input by those with an interest in equestrian activities. It seems most unusual that in an area where several groups might have useful contributions to make one group should be singled out for preferential access to the planning process.
3. The "Neston Creek Petition" referred to by the NCDC as support for the currently proposed route did not indicate to signers that there were disadvantages to the proposed route (eg flooding and fog), nor indicate possible alternatives.
4. It is not clear that any of the possible alternative routes for this section of the cycleway network would deter the determined cyclist from using the Tuggeranong Parkway. Clearly some - hopefully a diminishing few - will continue to use the Parkway until a cycleway that parallels its entire length is constructed.

5. Because the south Cotter Road alternative route would take advantage of much existing cycleway (i.e. less new cycleway is needed), and because this alternative requires no new structures (such as the proposed bridge over Yarralumla Creek), it should be possible to complete it in much less time than the currently proposed route.
6. Although, after very belatedly learning of NCDC plans, there has been some communication between the past President of the Canberra Lakes Pony Club and NCDC officers, the focus has been on trying to reduce the hazards that would be created by the currently proposed route. At no time has the danger to horse riders and cyclists been seen as obviated by the subsequently incorporated fences and screen plantings.

Final Comments: Sex Preferences in Sporting Activities

Equestrian sports enable girls and women to participate on equal terms with males. In fact, horse riding is the only sport at the Olympics in which men and women compete against each other in the same events.

Not surprisingly, girls and young women are well represented in our pony clubs, and other equestrian activities, and they often excel. (Actually, boys and young men can do as well if they are tough enough and smart enough to take the competition with some very determined young women.)

The point: It is inconceivable that the NCDC would propose to put a cycleway between a football oval and its goal-posts, and then argue that the land so taken was minimal or insignificant, or that they were prepared to erect fences and gates to ensure that boys running for goals would not risk colliding with cyclists. Yet, this is the best analogy to what the NCDC is proposing to do to Equestrian Park.

IN CONCLUSION: We request respectfully that the Joint Committee return to the Department of Territories and the NCDC for further consideration Variation 12 of the 87th Series, the proposed cycleway route through Equestrian Park.

We note that NCDC consultants already have attested to the feasibility of the south Cotter Road alternative route, as well as to the fact that this alternative would cost one-half as much as the currently proposed route.

Further, we request respectfully that the NCDC be asked to treat this as a matter of urgency: Most of us either use the cycleway network ourselves, or are quite sympathetic to cyclists, and believe that this section of the network should be completed as soon as practicable (but in a safe location).

Yours sincerely,

*Sheila Lawrie*

Sheila Lawrie,  
President,  
Canberra Lakes Pony Club

*Bernard Sullivan*

Bernard Sullivan,  
Immediate Past President,  
Canberra Lakes Pony Club

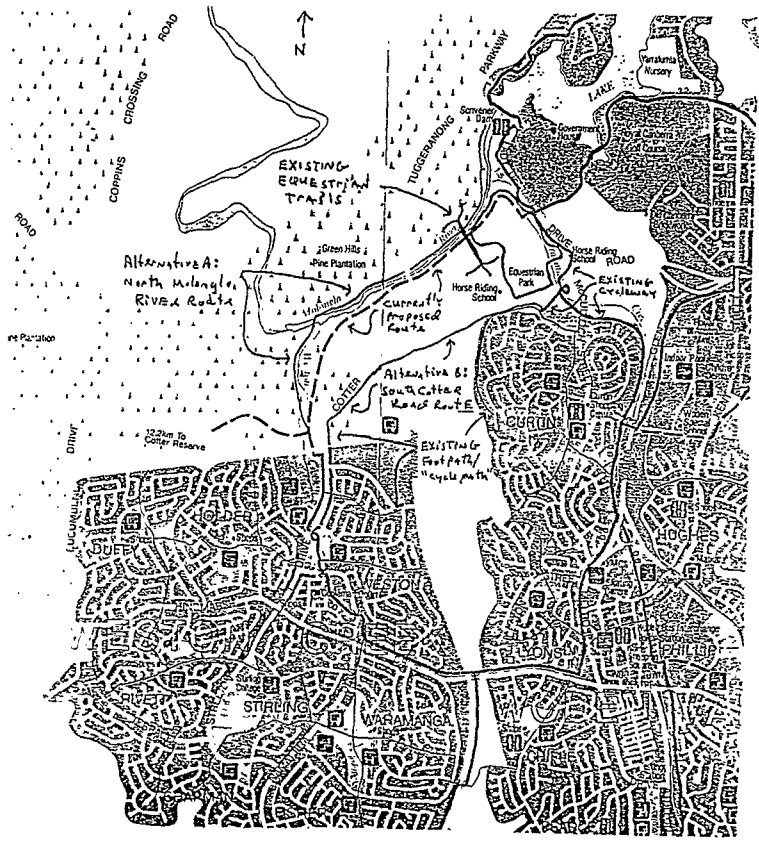
*Alden S. Klovdah1*

Alden S. Klovdah1,  
Member,  
Canberra Lakes Pony Club

Diane Royal,  
Secretary,

126.

*Diane Royal*



3 Tully Street  
HOLDER  
ACT - 2611

6 March 1986

The Secretary,  
Department of Territories,  
GPO Box 158,  
CANBERRA ACT 2601.

Dear Sir,

VARIATION TO THE CITY PLAN - 87th SERIES OF VARIATIONS

I fully support variation <sup>12</sup>15 of the above plan to provide a cycleway from Scrivener Dam to Holder. It is a most worthwhile use of public money and I look forward to its early completion.

Yours faithfully

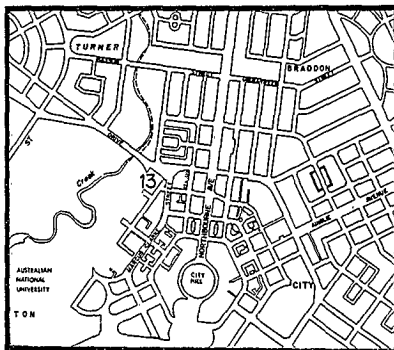


N.T. CARROLL

# Variation No 13

## VARIATION 13

CITY; Section 23: Modification of the Plan to enable the widening of the Moore Street road reservation.



CITY: Section 23 - ROAD ADDITION.

1. Purpose

Modification to the city plan to enable the widening of the Moore Street road reservation.

2. Background

The blocks adjacent to the western side of Moore Street are currently being re-developed.

As part of the renegotiations the lessees have agreed to have a strip of land 9.07 metres wide excised from their blocks to allow for widening of the road reservation.

3. Length

120 metres.

4. Cost

Nil

5. Existing and Proposed Developments

The area is currently undergoing redevelopment. The lessees of blocks 14 (formerly block 3) and blocks 10 & 7 (formerly block 1) have had the area of land excised from their new leases. Their legal accesses are onto Barry Drive and Rudd Street. The lessee of blocks 16 & 17 (formerly block 2) has agreed to surrender the required land if the proposal is adopted.

6. Particular Planning Considerations

Nil

7. Environmental Considerations

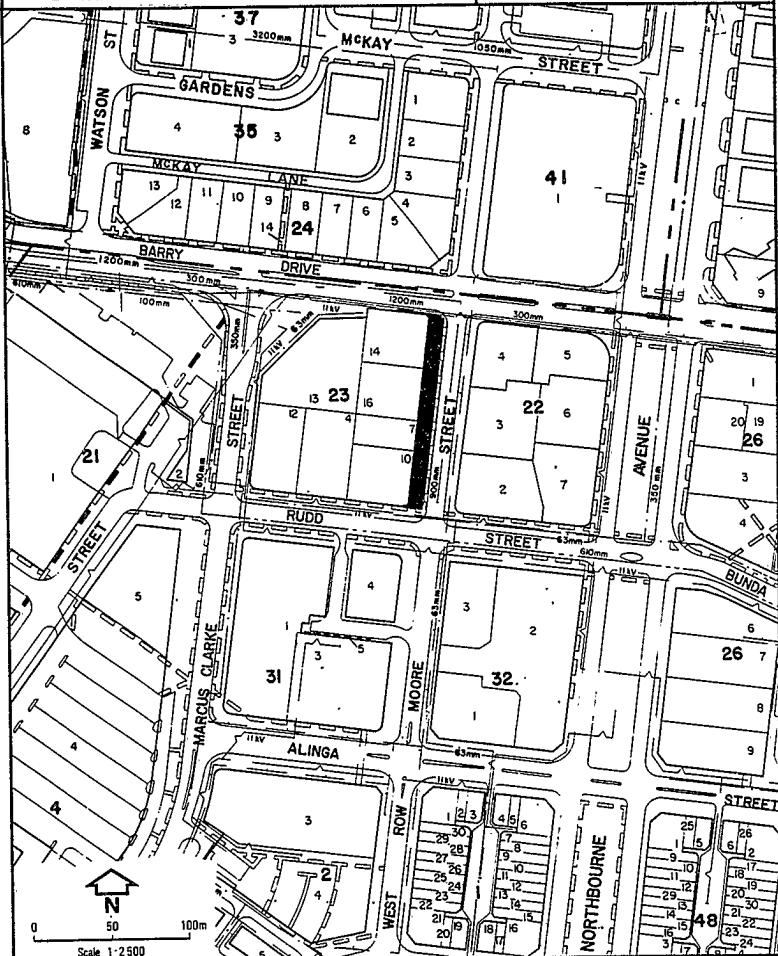
Nil

8. Public Participation

Nil

Department  
of  
Territories

# VARIATION No. 13

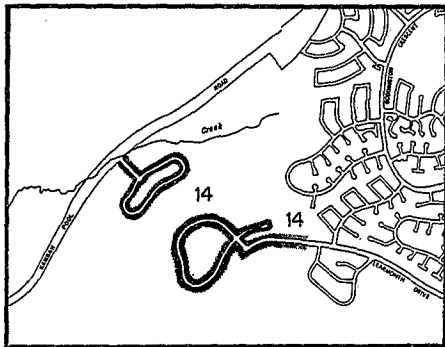


ROAD ADDITION

CITY: Section 23 - Road Addition

VARIATION 14

KAMBAH, Section 7: Additions to the Plan to provide for roads off Learmonth Drive and Kambah Pool Road to enable the area to be developed as a Golf Course and associated housing.





KAMBAH: SECTION 7 - ROAD ADDITIONS

1. Purpose

This proposal in Tuggeranong provides for roads off Learmonth Drive and Kambah Pool Road to enable the area to be developed as a Golf Course and associated housing.

2. Background

The site has been identified for a golf course estate for more than a decade. The Murrumbidgee Country Club is a community based organisation set up in 1975 with the primary objective of developing a golf course and associated recreational facilities. Profits from the sale of land or land and housing packages is intended to fund the development of the recreation facilities.

3. Length

The length of the proposed roads is approximately 1 400m off Kambah Pool Road and 1 600m off Learmonth Drive.

4. Estimated Cost

The cost of the roads is to be borne by the developer.

5. Existing Development

The site is bounded by Learmonth Drive, Armytage, Crozier, Drysdale, Eagle and Faithfull Circuits, Kambah Pool Road and the Murrumbidgee River Corridor.

6. Proposed Development

The road variation will permit the development of an 18 hole golf course and 385-400 residential units comprising 145 townhouses, 71 standard houses, and 179 low density cluster houses.

7. Particular Planning Considerations

Concerns previously raised by local residents regarding traffic generation, children's safety, reduced land values and amenity have largely been accommodated by modifications now reflected in the current plan.

The possible sighting of the residential development from Red Rocks Gorge is to be avoided by limiting such housing to single storey development where necessary.

8. Environmental Considerations

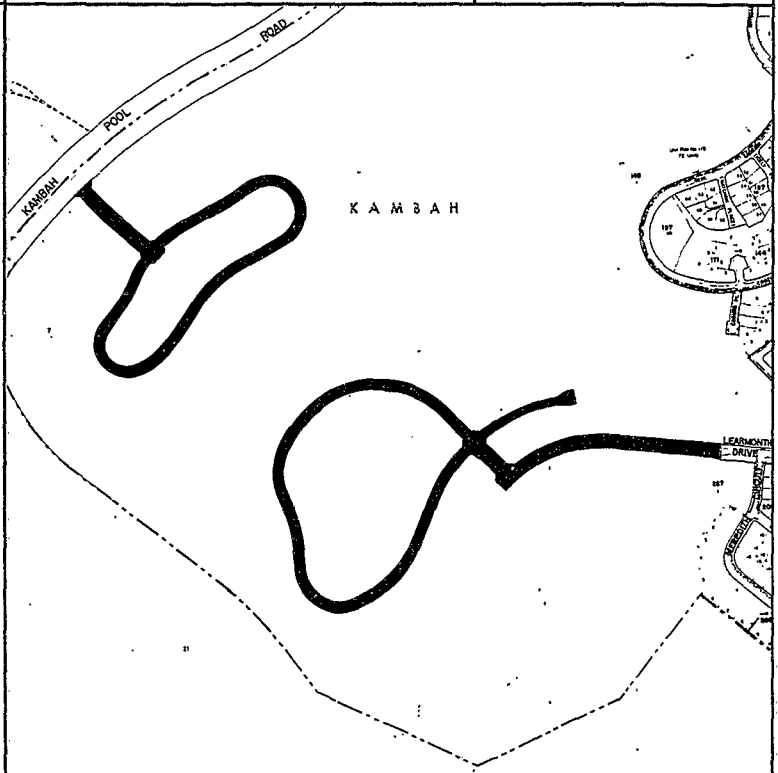
The development proposal was referred to the Joint Committee on the ACT's Inquiry into the Murrumbidgee River by the (then) Minister in July 1983.

The recommendations of the Committee of Inquiry, handed down on 24 July 1984, were that the Murrumbidgee Country Club proposal proceed, but that the granting of a lease to the Club be conditional on adequate guarantees being made that each stage be completed. In addition, that any housing within the Estate that would be visible from the Red Rocks area, be restricted by Design and Siting controls to single storey level.

The Committee reported that, although the proposed development may be environmentally acceptable, it is still subject to the Environmental Protection (Impact of Proposals) Act, 1974. Accordingly, the proposal will be examined by the Department of Arts, Heritage and Environment pursuant to the Administrative Procedures under that Act, so that the need or otherwise of an EIS may be determined. The Commission has nominated John Hindmarsh Canberra Pty Ltd as the 'proponent' for the purpose of preparing a Notice of Intention.

9. Public Consultation

Consultation between the proponent and local residents has taken place and the concerns expressed by the residents have been taken into account in the preparation of the plan. The Commission will require the proponent to undertake a formal public consultation programme as part of the Development Plan approval process.



ROAD ADDITION 

**KAMBAH:** Section 7 - Road Additions

**87TH SERIES OF VARIATIONS TO THE CITY PLAN  
ITEM 14 - KAMBAH SECTION 7**

**Submission to the Parliamentary Joint Committee on the ACT  
by  
Murrumbidgee Country Club  
and  
John Hindmarsh Canberra Pty Limited**

**Introduction**

Item 14 in the 87th Series of Variations to the City Plan has been Gazetted to provide for the development of a Golf Course and associated housing which together comprise the Murrumbidgee Country Club (MCC) proposal.

**Contents of Submission**

This submission covers the following matters:

- Previous Inquiries by the ACT House of Assembly and the Parliamentary Joint Committee (PJC) on the ACT
- Details of the MCC proposal
- Staging of Development
- Environmental Issues
- The Murrumbidgee Country Club - membership, etc
- Consultation with nearby residents and the Tuggeranong Community Council
- Summary

### Previous Inquiries by the ACT House of Assembly and the PJC on the ACT

In August 1982 the ACT House of Assembly asked its Planning and Development Committee to examine and report on proposals by the operators of the Belconnen Golf Course and the Murrumbidgee Country Club to enter into residential and commercial developments.

The Murrumbidgee Country Club made a detailed submission to this inquiry and a copy of our submission can be made available to the PJC if it wishes.

### Parliamentary Joint Committee on the ACT Inquiry into the Murrumbidgee River Corridor

The Joint Committee's recommendations in respect of the Murrumbidgee Country Club's proposal were:

28. The Committee recommends that the Murrumbidgee Country Club proposal proceed but that the granting of a lease to the Club be conditional on adequate guarantees being made that each stage can be completed. (Para. 5.63)
29. The Committee also recommends that any housing constructed in the Country Club Estate, that would be visible from the Red Rocks area be restricted by siting and design controls to single storey level. (Para. 5.63)"

### Details of the Murrumbidgee Country Club Proposal

The Murrumbidgee Country Club's proposal involves the development of an 18 hole golf course, a maximum of 400 dwellings comprising a mix of standard housing, low density cluster housing and medium density housing, a club house and measures to protect the environmental quality of the Murrumbidgee River Corridor. The roads to service the housing areas are the subject of the current gazettal action. All of the work within the boundaries, plus the road extensions will be carried out as part of the development. A plan of the proposal is attached.

In the longer term the Murrumbidgee Country Club would seek to develop additional recreational facilities on its site to meet the requirements of its membership. Such facilities might include bowling greens, squash courts, tennis courts and a swimming pool. Priorities will depend on the wishes of the members.

### Staging of Development

It is proposed that the whole development be completed in 2 stages over a 3-4 year period. The first stage will be the housing development off Kambah Pool Road, the first 9 holes of the golf course, the club house, the dam on McQuoids Creek and the lower Allens Creek dam. The second stage will involve the housing off the extension of Learmonth Drive, the second 9 holes and the upper Allens Creek dam. The total cost of development excluding the cost of housing will be in the order of \$12,000,000. A plan showing Stages 1 and 2 is also attached.

### Environmental Issues

A Notice of Intention under the Environment Protection (Impact of Proposals) Act 1974 has been lodged with the Department of Arts Heritage and Environment and is currently being examined by that Department. A copy of the Notice of Intention is attached.

### The Club

The Murrumbidgee Country Club was established in 1975 and until 1981 made no effort to recruit membership. In 1981 membership was offered on the basis of a proposal which had not received any official endorsement. Since that time the Club has deliberately not sought additional membership because it wanted to be certain that its proposal would proceed before again inviting the public to join.

It is the Club's view that it would be improper to invite membership before it was certain that development would proceed. Subject to the approval of the gazetted roads by the PJC and the requirements of the Department of Arts Heritage and Environment being satisfied, the Club will invite membership from the community. It is also proposed that all initial residents of the housing within the development will by virtue of the purchase of their home become members of the Murrumbidgee Country Club. The initial level of membership aimed for will be 650 golfing members and 5000 social members.

When the full 18 holes of the golf course are playable it is proposed to increase membership to 1000 golfers. The ultimate level of social membership will depend on the capacity of the club house. Proposed membership fees are Golfing Members \$250 nomination fee and \$200 annual subscription (the annual fee will rise when the full 18 holes are playable) and for Social Members \$40 nomination and \$40 annual subscription for families and \$20 and \$25 respectively for single memberships.

For the information of the PJC a financial summary covering the past 6 years is attached.

### Consultation with Local Residents and the Tuggeranong Community Council

Since the initial establishment of the Murrumbidgee Country Club there have been on going discussions with local residents who live adjacent to or near the proposed development. The scheme which has now been prepared takes into account their major concern which was that any new housing should be located away from existing housing and that existing housing should overlook the golf course. In recent months discussions on the present scheme have been held with residents living in Urambi Village, Coombs Place, Meredith Circuit, Faithful Circuit and Crozier Circuit. Those people with whom the Club has had contact generally support the proposal although some local issues such as the treatment of areas immediately adjacent to Urambi Village and other housing areas may require further negotiation. There would appear to be no issues which are irreconcilable.

A presentation was given to the Tuggeranong Community Council in 1984 and the Council indicated its support for the proposal subject to the environmental issues being resolved to the satisfaction of the authorities.

### Summary

As can be seen from the foregoing the Murrumbidgee Country Club has been endeavouring since 1975 to develop a golf course with associated housing on a site designated for this purpose since the initial planning of Tuggeranong.

Its proposals have been the subject of two inquiries by the PJC (Murrumbidgee River Corridor and Variations to the City Plan), one inquiry by the ACT House of Assembly and consideration under the Environment Protection (Impact of Proposals) Act 1974. It is the Murrumbidgee Country Club's hope that after all these reviews the current proposal will be allowed to proceed and that the Department of Territories and the National Capital Development Commission will take positive action to facilitate development.

**MURRUMBIDGEE COUNTRY CLUB****Financial Summary for 1980-1985**

	1980	1981	1982	1983	1984	1985
Income	497	64,890	12,748	9,943	7,223	5,014
Expenditure						
Operating Expenses	723	3,039	1,667	3,210	505	540
Ex-gratia payments (Refund of subs)	-	-	16,275	8,558	5,500	3,825
Surplus/Deficit	(226)	61,851	(5,194)	(1,825)	1,218	649
Taxation paid				1980- 83 7,035	2,659	2,065
Subscription income	-	62,943	4,825	1,425	950	-
Cash on hand	1,265	61,841	57,746	53,913	48,637	46,914
Members subs (current members only)		62,943	51,493	44,360	39,810	35,985

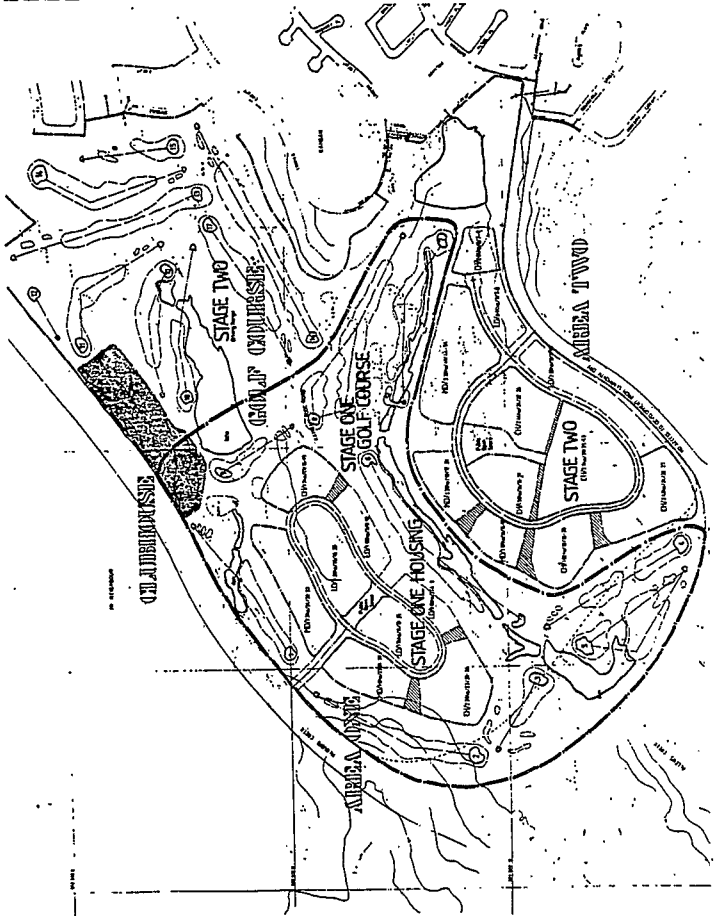


- 19 Low Density RUD Shading
- 20 Cluster Housing RUD Shading
- 21 Medium Density RUD Shading
- 22 No Building Zone

100' = 1" SCALE  
 100' = 1" SCALE  
 100' = 1" SCALE  
 100' = 1" SCALE

# STAGING

**MURKINBURGH**  
**COUNTRY CLUB**  
**HOUSING**  
**Drift**  
**Development**  
**Plan**  
 8-11-85  
 For Site Information, Pgs. 124



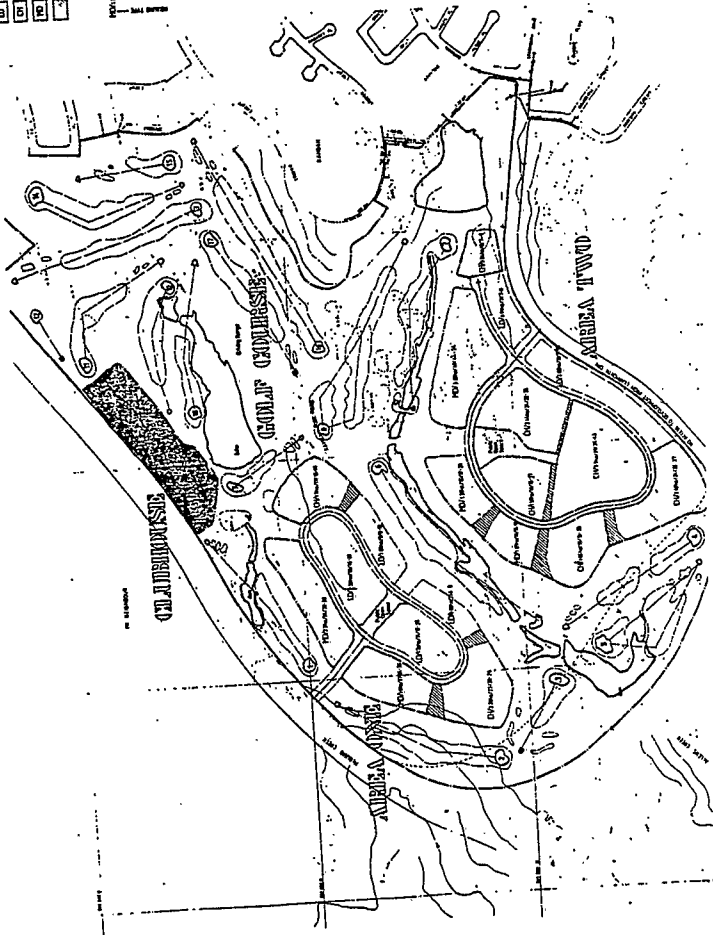
- 10 Low Density Residential
- 11 Cluster Housing (20 Units)
- 12 Medium Density Residential
- 13 High Density Residential
- 14

- 15 Golf Course
- 16 Lake
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- 18
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**MURKINSEE COUNTRY CLUB**  
**HOUSING DEVELOPMENT**  
**Plan**  
 8-11-55

For Sales Information, Write  
 The Luster Park Association



**John Hindmarsh**  
Canberra Pty Limited  
71 Constitution Avenue  
Canberra A.C.T. 2601  
Telephone (062) 47 4999



20 February 1986

Your Ref: 80/1028

Department of Arts, Heritage and Environment  
GPO Box 1252  
CANBERRA ACT 2601

Dear Sir,

**MURRUMBIDGEE COUNTRY CLUB**  
**NOTICE OF INTENTION**

We are pleased to submit Information to the Minister as per Clause 2.1 of the Environment Protection Administrative procedures. We believe we have covered all relevant aspects of the proposal and would appreciate *your advice if you require additional information before a decision is made.* As a decision to proceed to an Environmental Impact Statement would mean that the project was unlikely to proceed because of the consequent effects on the time and cost of the project, we are anxious that the decision is made with a full knowledge of the relevant facts.

In setting out this information we have broadly followed the issues listed in Clauses 3.1.2 and 3.1.3. of the Environment Protection Administrative Procedures.

Yours faithfully,

JOHN HINDMARSH CANBERRA PTY LIMITED

**MURRUMBIDGEE COUNTRY CLUB**

## INTRODUCTION

This is a report and submission in accordance with the recommendation of a Joint Parliamentary Committee and in accordance with the issues listed in Clauses 3.1.2 and 3.1.3 of the Environment Protection Administrative Procedures.

## HISTORY OF THE AREA AND THE PROPOSAL

The site has been identified by the National Capital Development Commission as a residential golf course since the earliest plans for Tuggeranong were prepared.

In 1971 Earle Shaw and Partners were briefed by the National Capital Development Commission to prepare a plan for a golf course and adjacent residential development on the site. Such a development was included in several National Capital Development Commission publications during the 1970's. The proposed Murrumbidgee Country Club development is on the site generally defined by the Earle Shaw proposal.

The area of the proposed country club, in common with the general Canberra area, has been in use by Europeans for grazing and other agricultural activities since the 1840's.

The site for the country club adjoins and is overlooked by the edge of the suburb of Kambah on its East side, is bounded on its North and North West sides by the paved road to Kambah Pool and on the South side by the proposed extension of Learmonth Drive and on the South West and West sides by open grazing country.

During its use for grazing the original savannah woodland has been cleared, ploughed and sown to phalaris and other pasture grasses, several large dams have been built and the southernmost creek, Allens Creek has become a deep erosion gully. At a later stage, much of the area was used as a spoil dump and there remains approximately 38 mounds of earth which are a remnant of the spoil dump stage scattered around the site.

In 1974/75 the then Minister for Urban and Regional Development (Mr Tom Uren) released part of the site for the development of Urambi Village. The Urambi site was broadly in accordance with the Earle Shaw proposal but since it occupied an extremely valuable piece of land and made no contribution to the development of a golf course it made the commercial viability of the remaining area marginal in the extreme.

In 1977 the National Capital Development Commission briefed Denton Corker Marshall to review previous work and prepare

amended plans which would be commercially viable and thus attractive to potential developers. Concurrently local residents grouped together to establish the Murrumbidgee Country Club with the aim of creating a country club incorporating a 27 hole golf course, tennis courts, bowling greens, swimming pool and so on, but with no residential development.

The 1977 National Capital Development Commission scheme was subsequently amended after extensive discussions with the Murrumbidgee Country club which eventually agreed to embark on a scheme incorporating housing following a number of unsuccessful attempts to raise sufficient finance for a 'no-housing' solution.

In 1978 the National Capital Development Commission briefed Scott and Furphy Engineers to carry out a comprehensive study of all aspects of wastewater management including stormwater, sewerage and irrigation.

The Murrumbidgee Country Club, which had been granted a reservation on the lease of the site by the Minister for the Capital Territory in 1978, continued planning towards realisation of the project. In 1982 after several unsuccessful attempts the club appointed a Project Manager, John Hindmarsh Canberra Pty Ltd to prepare a development proposal. Denton Corker Marshall and later Bond James Laron and Murtagh were subsequently engaged by the Project Manager to assist in developing a "more commercially oriented plan" than had been previously envisaged.

Planning continued throughout 1982 in close consultation with the club to achieve a plan which not only satisfied commercial considerations but also recognised the amenity of residential neighbours and questions of potential effects on the Murrumbidgee River Corridor.

During this stage, some of the adjacent residents in Kambah expressed opposition to aspects of the proposals being developed, in particular to the placing of housing on the Eastern side of the site.

As a result, the proposals were amended so that the housing areas were kept away from the Eastern side of the site and agreement was reached with residents at a public meeting. A development report was released in March 1983 but the economics of the scheme were still not sufficiently attractive at that time for the scheme to proceed.

The proposed Country Club was considered by the Parliamentary Joint Committee on the Australian Capital Territory in their report on the Murrumbidgee River in the ACT Region of July 1984. They recommended that the Murrumbidgee Country Club proposal proceed, conditional on guarantees being made that each stage can be completed and on restrictions on the height of any housing that would be visible from the Red Rocks area. They stated that "While the committee believes that the Country Club proposal with careful

planning and management is environmentally acceptable it is still subject to the Environment Protection (Impact of Proposals) ACT 1974."

In August 1985, John Hindmarsh Canberra Pty Ltd appointed Lester Firth Associates as planners and architects together with Beit Collins and Associates as specialist golf course and landscape consultants and Scott and Furphy as civil, hydraulic and services consultants. New proposals were prepared using the parameters agreed to by adjacent residents. Subject to raw land costs, the proposals showed sufficiently encouraging economic potential if the Country Club Estate is constructed and marketed as a high quality development for the work to be taken to the stage of seeking Policy Plan and Development Plan Approval from the National Capital Development Commission.

At its meeting of 25 November 1985, the Commission approved Policy Plan 1808/85 and Development Plan 1807/85. The Commission is now proceeding with Gazettal preparation to achieve the 87th series in approximately March 1986.

We have now commissioned an Archaeological report which is attached to this submission. We will institute the National Capital Development Commission's public consultation procedures once we have your response.

The information enclosed relating to the approved plans is listed in Appendix A.

## THE APPROVED PLAN AND ITS EFFECT ON THE ENVIRONMENT

### OUTLINE OF THE PLAN

The Murrumbidgee Country Club development will provide recreation facilities lacking in the Tuggeranong Valley and the opportunity for a completely new style and range of housing opportunities in Canberra. The plan provides for an integrated golf course housing estate comprising 18 holes of golf, a driving range and approximately 400 dwellings. Much of the housing will front directly onto the golf course, which will completely surround the first stage of the development and will form much of the perimeter of the second stage of the development.

Wherever possible view and access easements will be created to allow internal housing clusters to have the sense of relaxation that comes from being closely associated with the open spaces of a golf course.

To ensure the economic viability of the Country Club and residential estate, it will be necessary that the overall quality of the development be of the highest order to justify the premium prices that have to be

charged for the land. For this reason, the aesthetic effects of all aspects of the development will be given the highest priority. Housing will consist of a mix of single lot housing, cluster housing and medium density housing. The density of medium density housing will be just over 15 units per ha, which may be compared with a density of about 18.5 units per ha for the Urambi Village, which is immediately adjacent to the development and is itself a quality environment.

Comprehensive design guidelines will be prepared to ensure that the various housing units provide a coordinated visual result.

COMMENTS ON ASPECTS LISTED IN CLAUSES 3.1.2 AND 3.1.3  
OF THE ENVIRONMENT PROTECTION ADMINISTRATIVE  
PROCEDURE

a) *A substantial environmental effect on a community.*

There are likely to be effects felt by three levels of "community":-

1. For those 400 families who decide to purchase land in the development and make their homes there, they will gain a restful, relaxed environment, with no through traffic and with views of the leafy surrounds of a golf course, but with all of the benefits of living in the growing city of Canberra.
2. For those families who live adjacent to the proposed golf course development there will be some changes. For dwellings in the Southern portion of Urambi Village and also those further South, who currently look over a small unfenced farm dam, the foreground will have a significantly larger dam which may be fenced. Further to the West there will be green fairways all year, rather than the dry grass of midsummer. The closest dwellings in Stage 1 will be about 400 metres away and the closest dwellings in Stage 2 will be about 200 metres away. These are likely to be visible initially but will probably not be visible as trees on the course and around the houses grow over several years. Views of the distant hills are unlikely to ever be affected from elevated positions in Kambah.

The golf course has been designed and located to avoid miss hit balls entering private property, in both the adjacent existing residences of Kambah and in both



stages of the Country Club itself.

The plans for a golf course on the site have been public knowledge since well before Kambah was developed, so the value of the adjacent housing should reflect the intended use. Nevertheless, it is likely that once the development proceeds, the attendant publicity and proximity to the course should have the effect of increasing the value of existing dwellings with views over the course.

3. For the general Canberra community, the effect will diminish with distance. For those in Tuggeranong, Weston Creek and parts of the Woden Valley, the golf course will be the closest available course and membership will appeal to golfers amongst them. For the general public, the most likely view of the area will come as they drive down the Kambah Pool Road which terminates at the Murrumbidgee River. Here the effect will largely come from a view of the clubhouse which will be about 120 metres off the Kambah Pool Road, a view of the enlarged lakes system and fairways and a view of the houses of Stage 1 which will be in excess of 100 metres from the Kambah Pool Road and separated from it by the first fairway.

b) *The transformation of a substantial area.*

The total area of the proposed Murrumbidgee Country Club is about 150 ha. Of this, about 48 ha will be housing, roads and internal open areas etc. There is currently about 59 ha of development in the immediately adjacent suburb of Kambah which drains stormwater directly into the site and the total Tuggeranong area which the development will form part of is about 16,000 ha.

The total developed area of Canberra is about 60,000 ha, so the housing on the Country Club comprises about 0.08% of this total area.

The soil located in piles on the site will be spread around and the erosion gully will be controlled, which could qualify as a transformation, but the area involved is not substantial in the general context of the development of Canberra.

c) *A substantial impact on the eco-systems of an area.*

In the context of Canberra the entire 150 ha development represents about 0.25% of the total developed area and in comparison with Tuggeranong it is about 1.0%, so it cannot be described as substantial.

Because the present site has been used as a spoil dump, has been subject to substantial erosion, has been cleared and ploughed for pastures and Canberra suburban development is now immediately adjoining the site, the eco systems of the area bear little or no relation to the original eco systems.

- d) *A significant diminution of the aesthetic, recreational, scientific or other environmental quality or value of an area.*

The aesthetic impact of a golf course and an integrated housing development is necessarily a matter for individual judgement. For those 400 families who will live in the development, the aesthetic preferences are clear. For others, a simple listing of the major visual changes in the specific area will provide a basis for decision:-

- More houses (of high quality)
- More roads
- More trees
- More water in more dams
- More mown and irrigated grass
- Less spoil dump debris
- Less obvious erosion gullies

The recreational effect will be clearly positive. As well as the 18 holes of golf course and the driving range the long term plans for the clubhouse zone include a tennis centre and bowling green and possibly a swimming pool.

The current recreational useage would appear to be limited to nearby residents who may walk through the long grass and spoil dumps in the area. The Country Club will attempt to stop walking across the completed course for reasons of public safety but there will be pedestrian routes connecting the two stages of the housing and providing access to the clubhouse zone as well as pedestrian access routes to and from the existing areas of Kambah.

There is no known scientific interest in this highly disturbed area.

- e) *An adverse effect upon an area, or structure, that has an aesthetic, anthropologic, archaeologic, architectural, cultural, historical, scientific or other special value for the present or future generations.*

Aesthetic considerations were discussed in Section d).

In late 1985 the Project Managers commissioned an

archaeological survey of the area from R. Kari Barz of Canberra Archaeological Services and her report is included in the data supplied.

In summary, she concludes that there is no archaeological reason why the work labelled as stage one of the proposed development cannot go ahead as planned.

In the vicinity of Allen Creek (the erosion gully) she was unable to see anything because of the long grass and wants to have a further look at the area immediately surrounding the upper portion of Allen Creek for the purpose of recording any sites and making an assessment of their significance and need for curation.

Expectations for any such sites would be that they partake of the same general characteristics as those in the immediate vicinity. Judging from the stone assemblages they would tend to be recent (within the last 2,000 years) and represent brief, scattered occupation of the area. Because traditional resources in this area occur in a scattered rather than focused form there would be no obvious reason for occupation concentration to occur.

The area that she wishes to view again is near the creek and is not in areas of proposed housing development and so we see little likelihood of any archaeological effect even if a site or even several sites are found in the future.

There is no known anthropologic, architectural (no existing building of any type), cultural, historical, scientific or social significance or other special value that can be attributed to the site.

- f) *The endangering, or further endangering, of any species of fauna or flora.*

The area has been so affected by the coming of mankind, including its clearing, ploughing and sowing of non Australian pastures such as phalaris, its use for grazing and its use as a spoil dump, that there is very little Australian flora other than scattered eucalypts on the site. Because of its proximity to Kambah, the fauna would largely consist of birds and insects but the increased planting accompanying the development may well encourage the return of smaller elements of the original natural fauna.

- g) *Important long term effects on the environment.*

Within the area of the Country Club, the effects of the development will be:-

- Erection of 400 high quality dwellings
- Construction of access roads to the dwellings
- An increase in trees and shrubs in the area, both around the houses, beside the roads and on the golf course area
- Sowing of grass on the fairways and greens and its regular irrigation and mowing
- Significant increases in the available habitat for water birds in the dams
- Grading or removal of the existing dumped material
- Treatment of the erosion gullies

Outside the area of the Country Club, the effect will be that the built up area of Tuggeranong will extend further down the McQuoids Creeks and Allen Creek. (There is about 59 ha of development in the upper reaches of these creeks which currently drains onto the site. The Country Club will add a further 48ha of housing areas and 102ha of golf course and surroundings to this total).

Because of the unique nature of this development in the A.C.T., with the specially planned housing areas largely surrounded by golf course fairways, it is reasonable to say that the housing will be less obtrusive in the landscape than almost any other suburb yet built in Canberra. Housing is currently visible as you drive down the Kambah Pool Road and will be visible for about half a kilometre further than the present position when the development is completed. There remains a further 2 kilometres of the road where housing will not be visible when driving towards Kambah Pool.

Because of the deep gorge through which the Murrumbidgee River runs, the proposed development and the existing areas of Kambah will not be visible from anywhere in or adjacent to the River until a viewer climbs well up the slopes of the Bullen Range on the Western side of the river.

*h) The degradation of the quality of the environment.*

It is considered that there will be significant overall improvement in the quality of the environment as a result of the development, with the grading and removal of the dumped debris and spoil heaps, installation of a number of new dams, control work on the erosion gullies, the planting of trees and shrubs and the development of a high quality prestige housing estate surrounded by a golf course.

*i) The curtailing of the range of beneficial uses of the environment.*

It is considered that the development will open up a range of

beneficial recreation uses of the environment to a wide cross section of the community of Tuggeranong, Weston Creek and parts of the Woden Valley who wish to use the golf course or driving range and later when developed the tennis courts, bowling green, swimming pool and other club social or recreation facilities.

For a further 400 families who will live in the housing estate, the development will provide an opportunity for a lifestyle which is not currently available in Canberra.

The effect on families who currently live adjacent to the development was discussed under heading a) of this section.

At present, probably because of a lack of suitable fencing, much of the area is not even being used for agistment of stock. As a consequence the grass is extremely long and constitutes a potential fire hazard when it is dry during the summer months. The construction of the golf course will provide a natural fire barrier to the western side of Kambah in general and the new estate in particular.

j) *The pollution of the environment.*

1. Air

There will be no industry in the development, so the only sources of likely air pollution would be from heating, barbeques, car exhausts etc. which are applicable to any housing area in the Canberra region. The development has a generally Westerly aspect and so is exposed to the prevailing winds of the area which would dissipate any minor air pollution formed in this low density development.

2. Water

Sewers

All units are planned for gravity feed of sewage to a pump station within the site located in the Southwest section of the development. Gravity sewer lines are to be provided within the road reserves, within 20 metre wide open space systems between housing clusters and within easements located through the golf course.

The pump station will be provided with 24 hr storage capacity in the event that a pump failure occurs. Sewage is to be pumped via a rising main located within a sewer easement from the pump station to an outfall location identified by the Department of Housing and

Construction near the corner of Crozier Circuit and Drysdale Circuit. It has been established that existing mains can generally handle the additional load, with some amplification below the outfall location.

#### Stormwater

McQuoids Creek and Allen Creek both drain into the Murrumbidgee River, so that runoff from the Country Club would eventually find its way to the Murrumbidgee River if it was not controlled. (Note that this is also the case with runoff from the whole of Tuggeranong and from the whole of Belconnen, while runoff from North and South Canberra reaches the Murrumbidgee via the Molonglo River).

A piped drainage system will be provided to capture housing and road pavement runoff for the 1 in 5 year frequency storm. Piped stormwater will be retained within the overall site and directed into water pollution control ponds for retention and settlement before being either discharged from the site or reused for irrigation of the golf course.

For control during construction the following systems will prevail:

- a. The lower dam on Allen Creek of 20 mega litres.
- b. The existing dam on McQuoids Creek of 16 mega litres.
- c. A bed load trap on McQuoids Creek where it leaves the site.
- d. A catchdrain starting at the bed load trap, continuing around the northwestern side of the northwestern housing area and feeding into the lower dam on Allen Creek.

The lower dam on Allen Creek and the existing dam on McQuoids Creek will be able to capture a 1 hour 1 year frequency storm of 12 to 10 mega litres volumes from their respective catchments if they are operated at about half full level. They will retain silt from any on-site construction. These dams would also be chemically dosed with gypsum to ensure that Non Filtrable Residue in any discharge will not exceed 30mg/l. This action will ensure that the project will meet with the requirements of the ACT Water Pollution Ordinance.

The catchdrain will divert any overland construction flows from McQuoids Creek below the existing dam into the

lower dam on Allen Creek.

For control after habitation it is proposed that the Lower Allen Creek Dam will act as a retention dam, for suspended solids, phosphorus (nutrient control) and E Coli (bacteriological control). The requirement would be:

Suspended Solids	60% retention
Total Phosphorus	60% retention
E Coli	98.5% retention

The critical parameter would be Total Phosphorus with a minimum detention time of 0.13 years and required storage of 17mega litres.

It is proposed that scour gullies will be stabilized by bed load traps, batter stabilization and grassing.

It should also be noted that a large dam of 30 mega litres capacity will be constructed on upper Allen Creek to replace the small dam presently there. This will act to reduce storm discharges and will improve retention for the existing areas of Kambah further upstream.

Our design consultants for all of the engineering services on the project are Scott and Furphy. They have one of the largest practices in the field of pollution control not only in Canberra but throughout Australia.

### 3. Other Services

The housing sites will have part underground power supplies, streetlighting supplies and telephone services.

Road access to the site will be from the Kambah Pool Road for the clubhouse and for Stage 1, where a special entry offtake will be designed. Access to Stage 2 will be from an extension of Learmonth Drive. Learmonth Drive had already been sized to cater for traffic on a previous extension down into the Murrumbidgee Valley (which no longer forms part of the National Capital Development Commission's planning and so is unlikely to ever proceed) and its capacity is more than adequate for access to the Country Club.

### 4. Noise

The closest dwellings in Stage 1 are about 400 metres from the nearest existing housing in Kambah and the closest dwellings in Stage 2 are about 200 metres from the nearest existing housing in Kambah. The clubhouse is in its own separate area about 500 metres from the

nearest existing housing in Kambah. Because of its location and the likely socio-economic profile of the residents, we propose that the area is not served by bus services and so the residential areas will be quieter if anything than the typical Canberra suburb. The distance of housing from the clubhouse means that any noise generated there will have little, if any, effect.

*k. Environmental problems associated with the disposal of waste.*

The only waste envisaged will be from normal households which will be removed by garbage services as for the remainder of Canberra.

*l. Increased demands on natural resources which are, or are likely to be, in short supply.*

The construction of the Murrumbidgee Country Club will use the normal range of Civil Engineering and building industry resources that are used on similar developments anywhere in Australia.

It is not envisaged that the project will place any increased demands on natural resources which are in short supply.

**3.1.3**

*The Minister shall not make a determination under paragraph 3.1.1 that the preparation or obtaining, and submission to him, of an environmental impact statement is required if he is satisfied that to do so would be contrary to the public interest.*

We consider that the discussion of the various factors listed above establishes a number of areas where the Murrumbidgee Country Club development is clearly in the public interest. For example:-

- it will provide a new alternative lifestyle for Canberra home buyers or tenants
- it will provide a new recreational and sporting facilities for the citizens of Tuggeranong, Weston Creek and parts of Woden
- it will significantly clean up and beautify an old spoil dump site with major erosion problems

On the other hand, the cost of all these facilities and amenities



is significant (the total development cost, excluding the value of the housing but including interest is in the order of \$10 million) and there is a substantial financial risk involved in such a development. There are also other market factors involved but a decision to proceed to an Environmental Impact Statement would add significant costs and delays to the project which would make it highly unlikely to proceed.

In these circumstances, we submit that a determination to obtain an environmental impact statement would be contrary to the public interest.

**MURRUMBIDGEE COUNTRY CLUB**

**LIST OF DRAWINGS/REPORTS**

**Kambah Section 7 Tuggeranong Block 21 (Part) Policy Plan  
1808/85 NCDC**

**Kambah Section 7 Tuggeranong Block 21 (Part) Development  
Plan 1807/85 NCDC**

**Draft Development Plan 8.11.85**

**Engineering Services 17.10.85**

**Clubhouse Zone - Preliminary Sketch 11.11.85**

**Indicative Plan - Housing Areas**

**REPORTS**

**"Murrumbidgee Country Club Draft Development Plan Report" 18  
October 1985**

- John Hindmarsh
- Lester Firth Associates
- Scott & Furphy

**Archaeological survey of the area of the proposed Kambah Golf  
Course Housing Development - R. Kari Barz, Canberra  
Archaeological Services**

18 March 1986

Secretary,  
Department of Territories,  
GPO Box 158,  
CANBERRA CITY A.C.T. 2601

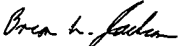
Dear Sir,

87th Series of Variations to the City Plan  
Variation 14

By advertisement in the Canberra Times you notified of the intention of the Minister for Territories to vary the City Plan.

Attached is a submission objecting to Variation 14 in the proposed 87th Series of Variations. I request that you refer this submission to the Parliamentary Joint Committee on the A.C.T.

Yours Faithfully,



Brian L. Jackson,  
54 Faithfull Circuit,  
KAMBAH A.C.T. 2902

87TH SERIES OF VARIATIONS TO THE CITY PLAN

Variation 14 : Kambah, Section 7: Additions to the Plan to provide for roads off Learmonth Drive and Kambah Pool Road to enable the area to be developed as a golf course and associated housing.

Gazette No. S 76 of 27 February 1986

Submission to the  
Joint Parliamentary Committee on the A.C.T.

I wish to lodge the stronest objections to the above proposed variation to the City Plan.

My objections, which are outlined below, can be summarised as being:-

- (a) the destruction of a valuable recreation area;
- (b) the detrimental effect on facilities in the Kambah area;
- (c) the detrimental effect on the environment;
- (d) the unnecessary imposition of additional costs on existing rate payers; and
- (e) the development of an inappropriate elitist housing complex.

These objections must, of course, be balanced against the gains from the proposed development. The only gains which I can imagine would be for those relatively well-off members of the community who will be able to afford to use the facilities of the proposed golf club. That certainly won't be the majority of Kambah residents.

I now turn to deal in more detail with my objections to the

proposed development.

The destruction of a valuable recreation area

The area proposed to be occupied by the golf course and housing development is used by a large variety of groups of people in the Kambah community for recreational purposes.

I have never visited the area in the eight years that I have been living in Kambah without finding other people enjoying the fresh air and open spaces. From dawn to dusk one will find people jogging in the area in safety away from the busy streets. People walk their dogs in an area where the dogs can be let off their chains and permitted to stretch their legs without causing a nuisance.

The area is close by a number of horse adjustment paddocks, and there are frequently groups of young teenagers riding their horses through the area out of harms way and enjoying the fresh air and exercise that their growing bodies need.

Visit the area after school is out and count the number of children of primary school age who are using the area - riding their BMX bikes and playing games. Again in an area away from the busy streets and in the fresh air. To these children this area offers more than the normal park. It is not a planned and developed area offering more excitement and adventure for their creative young minds. Talk to those children and tell them that this area will be taken over by a golf course and note their sadness. Perhaps it is the children who would suffer the most if this proposed development were to proceed.

At the other end of the age spectrum, it is amazing to see the number of elderly folk who use the area for their daily

constitutional. I am sure that to them the area is heaven sent - they can take their time, away from the hustle and bustle and noise of most other areas, to enjoy their peace and quiet while taking their daily stroll.

I would ask the Committee where in this planned city of ours can the groups in the community referred to above enjoy the activities that they do in this area? Why should such a wide cross-section of the community suffer to satisfy the needs of a relatively small group who would utilise the proposed golf course.

The detrimental effect on facilities in the Kambah area

The plans of the proposed development displayed in the Tuggeranong office of the National Capital Development Commission indicate that up to 400 residential blocks are to be developed as part of the proposal. What facilities are to be provided with this residential development? The plans are silent on this matter.

I am led to believe that with 400 residential blocks, this would mean not only approximately 800 adults but 1000 children and about 600 motor vehicles.

Many of the facilities in the Kambah area are already stretched to the limit. The schools are full, some overcrowded. Where are these 1000 extra children to receive their schooling. The shopping centres are always busy and yet under the proposal there will be 1800 extra people visiting the shops in their 600 cars that are unable to find a parking space.

These 600 additional motor vehicles will also be fighting for

a place on Kambah's already busy roads. The location of the proposed housing developments would seem to indicate that these cars will make considerable use of Boddington Circuit. Boddington Circuit is the site of two primary schools and one pre-school. I would suggest that it would be dangerous to allow a development such as the one planned which can only increase the risk of some of our children being hurt on the roads.

The Road Safety Council of the A.C.T. should be at the forefront of consultations on the effect this proposal would have on roads and road safety in the Kambah area. Has this body been consulted?

Again it would appear that the existing residents of Kambah are to suffer so that the few can enjoy their local golf club.

I understand that the proposed housing development which is to be located off Kambah Pool Road will be some way from the existing sewerage service and that a sewerage pumping station will need to be provided in the area so that it can be connected to the existing service. It is also understood that a 'back-up' pumping station will also be needed. Who is to pay for these facilities? Even if they were to be capital funded by the developers it would be unlikely that they would meet ongoing costs.

The detrimental effect on the environment

Has an environmental impact study been undertaken of this proposal?

From the plans of the proposal, both the housing developments and the golf course itself would appear to approach the area

to be set aside as the Murrumbidgee corridor. My understanding is that the corridor is aimed at protecting the environment of the Murrumbidgee River.

The question must be asked as to what will happen to the run-off from the golf course and the housing developments? That run-off will not just be water. The development of a golf course would require the use of massive quantities of chemical fertilisers. An unacceptable quantity of these chemicals will find their way into the Murrumbidgee River. This simply cannot be allowed. Are you to allow our rivers to be polluted in this way? To do so would be the height of irresponsibility to the future generations of Australians.

Before any consideration can be given to the development of this area of Kambah, I would strongly urge that a full environmental impact study of the area be undertaken.

Imposition of additional costs on existing rate payers

I have already mentioned the additional costs that I imagine will be involved in providing sewerage facilities to the proposed housing developments. These costs will, of course, increase our sewerage rates.

One argument that has been put forward in favour of the proposed development of the golf course is that it would increase the value of our houses. Not only our houses' value will be increased, but also the value of the land on which our rates are assessed. There will be marked increases in the rates to be paid.

Why should such a small section of the community such as those who are in favour of the golf course dictate to the rest of the community in this way? Why should I have to pay



for their pleasures? I object most strongly. Perhaps you will be able to give an undertaking to the existing residents of Kambah that the level of our rates will not be increased should this development proceed.

The development of an elitist housing complex

I personally have my doubts that that part of the proposal which involves the development of a golf course will proceed. I am inclined to think that the developers have in mind the development of another O'Malley type area. The area is well suited for this purpose as evidenced by its popularity as a recreational area. However such a development is totally out of character with the rest of Kambah.

What guarantees does the Kambah community have that the golf course will proceed as part of the proposal? We have seen other development proposals approved in the A.C.T. in one form, which when finally developed, have little resemblance to the original proposal.

What will happen to the area should the developers find that, after the housing developments have been finalised, there is still insufficient finance for the development of the golf course? It would seem that arguments would then be mounted for the development of further housing. Have the costings and financial estimates of the developers been thoroughly examined by an independent body to ascertain whether the project is based on sound financial principles?

This whole project is not acceptable to the Kambah community.

I urge the the Joint Parliamentary Committee on the A.C.T. to recommend to Parliament that Variation 14 of the 87th Series of Variations to the City Plan not be accepted and that the

area concerned be retained in its present state for the enjoyment and benefit of the whole community.

*Brian L. Jackson*

Brian L. Jackson  
54 Faithfull Circuit,  
KAMBAH A.C.T. 2902

18 March 1986

54 Faithful Circuit,  
KANBAH A.C.T. 2902

6 MARCH 1986

The Hon. G. Scholes,  
Minister for Territories,  
Parliament House,  
CANBERRA A.C.T. 2600

Dear Mr Scholes,

VARIATION TO THE CITY PLAN  
VARIATION 14, KAMBAH, Section 7  
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As a resident and property owner, I wish to register my strong objection to your proposed variation to the city of Canberra to provide for roads off Learmonth Drive and Kambah Pool Road to enable the area to be developed as a golf course and associated housing - namely the Murrumbidgee Country Club.

The proposed site for this development is an area of unspoilt land on the westernside of Kambah and is an integral part of the present appeal of this area of Kambah. The aesthetic value of this land will be lost should the proposed golf club and housing developments be permitted to proceed.

As you will be aware Kambah has developed over the years as the largest suburb in Canberra. The area which is the subject of the proposed development, is used by various groups of people in the community for recreational purposes - horse riders, joggers, bike riders, and others - as a safe area away from the busy roads and in a country type atmosphere.

The plan of the proposed development being displayed in the Tuggeranong office of the N.C.D.C. indicates that up to 400 residential blocks are to form part of the proposed development. The largest group of these blocks is to be located off the Kambah Pool Road. While it is understood that the whole development is a private enterprise venture, one wonders what facilities are to be provided as part of the development.

I am sure you will appreciate the strain under which many facilities in the Tuggeranong Valley are currently placed. The available shopping areas are crowded. The schools are full. The road system often has difficulty in coping with the traffic such that the many children in the area find it difficult getting about.

Will the developers of the proposed Murrumbidgee Country Club and associated housing be making provision within their housing development areas for the provision of additional facilities such as these? I understand with 400 houses this

would mean up to 800 adults and 1,000 additional children. If the developers are not to provide the additional facilities required, how can the project be justified when the rest of the community will suffer?

I have heard that given the location of the largest housing development off the Kambah Pool Road being some way from the nearest established housing, there may be difficulties with the provision of sewerage services to the area. My understanding is that it would be expected that the area would need to install a sewerage pumping station to connect with the existing sewerage system. A back-up pumping station would also need to be supplied. More worrying, is that the cost of this equipment, which I imagine would be quite significant, would have to be borne by the whole community, not just those who are to occupy the area.

The more one looks into this proposal the more it becomes apparent that what is intended is to establish an area of elite housing. This does not fit in well with the development of the Tuggeranong area. There are even rumours that the whole aim of the project is to establish this elite residential area and that the golf club will not proceed.

I have not been able to ascertain whether a detailed examination of this proposal has been undertaken to determine its effect on the environment. Concern is specifically in relation to the Murrumbidgee corridor currently being developed and the Murrumbidgee River itself.

The development of the golf course will necessitate the use of a large amount of chemical fertilisers. Where are the excesses of these chemical products to go? It would seem that they will be washed into the Murrumbidgee River. I find this totally unacceptable.

I urge you not to proceed with your intention to vary the city plan as proposed.

Yours Sincerely,



(Brian L. Jackson)



MINISTER FOR TERRITORIES

HON. GORDON SCHOLES, M.P.  
MEMBER FOR CORIO

12 MAR 1986

Mr Brian L Jackson  
54 Faithfull Circuit  
KAMBAH ACT 2902

Dear Mr Jackson

I refer to your letter of 6 March 1986 concerning Variation 14 of the 87th Series of Variations to the City Plan.

You will be aware that before I make a final decision the proposed variations and any objections or comments received will be referred to the Parliamentary Joint Committee on the ACT which will conduct public hearings into the proposals and then report to the Parliament.

I have referred your objection to the Committee.

I understand that the Committee will be meeting on Thursday 27 March 1986 to consider the series and I have asked that the Committee Secretary contact you regarding the possibility of your giving evidence.

Yours sincerely

GORDON SCHOLES

23 Faithfull Circuit  
KAMBAH ACT 2902  
19 March 1986

Dear Sir,

With regard to VARIATION 14, KAMBAH, Section 7: Additions to the Plan to provide roads off Learmonth Drive and Kambah Pool Road to enable the area to be developed as a Golf Course and associated housing. I would like to raise the following objections and comments to the proposal and plans for the Golf Course or as it is otherwise known the Murrumbidgee Country Club development.

Presently this land is used frequently as a recreational area by the people in the suburb and its surrounds. These present uses should be examined carefully before a decision is made to develop further.

I feel that this land is outstanding in beauty. Admittedly, it is pasture land and has been partly cleared, but this seems to add to its beauty and provides a tranquil contrasting foreground to the Murrumbidgee River and Ranges. It is outstanding in beauty and as a pastoral landscape it is of high rating and worth preserving. Needless to say it acts as a buffer to the Murrumbidgee corridor and if it is not considered worth preserving (Heaven help us), then at least it is worthy of imaginative and careful handling.

Listed below are some of the recreational activities this land already has to offer and these activities do not interfere with or spoil the environment but rather lend to it whilst providing great pleasure.

1. Recreational area for adults provided by natural walking trails where one can relax freely and enjoy nature. All this as opposed to the necessity of having to pay, carry or push a buggy and follow a white ball around man made greens.
2. Children's recreation - These natural tracks are also used by children on bikes. It is also an explorational area for nature and open space in which children can recreate - children are not welcome on golf courses.
3. Jogging tracks (forbidden on golf courses).
4. Horse riding area (forbidden on golf courses).
5. Open space in which to exercise animals.
6. Pleasant bush - walking area which leads to

Murrumbidgee River. There are very few open spaces within the Canberra City area that are natural bushland and not mountainous. Indeed the only natural bushwalking areas that are left in the Canberra City area are the mountains.

7. The land acts as a buffer to the Murrumbidgee corridor.
8. This land is used by schools and pre - schools for nature walks.

If the aim of the NCDC is to make money from this land which has been recognised as having the potential for something other than housing then this potential must be closely examined and utilised to blend with the environment and harmonise with the atmosphere that this environment engenders, and finally to serve the most people including children.

There are some areas of land which would be enhanced by a golf course, and there are others, such as this land, which are naturally beautiful where a golf course would detract from it and be an insult upon it. Let us say Gilding the Lily. Perhaps we need to stretch our imaginations a little further. What about a recreational area which still provides for its present uses but more attractive with a little more vegetation along the walking and horse riding trails, some art, craft, pottery and woodworking studios etc., with perhaps a tea house or something of that nature.

The idea of a clubhouse and accompanying squash courts, swimming pool and bowling greens seems an affront and an indignity on this landscape. May I also say that the Murrumbidgee Country Club will only be available to a certain affluent adult section of the community.

The proposed position of the clubhouse adjacent to the existing large 'yabbie pond' with its water life and rich bird life is none other than distasteful. It is also situated too close to the suburban community from an acoustic and visual point of view. This will naturally require parking areas and it would seem to me that the whole planning of this development is a little phoney and crass.

The facts are that the housing on this 'estate' is going to provide the money for the golf course. Or is this just an excuse and a ploy to start a housing development. What guarantee have we that the whole area will not end up completely housing. Who on earth would want to live on a golf course anyway.

Surely there is another area in the Tuggeranong Valley that would lend itself to a golf course and country club.

Many people who live in this area are settling for a golf course because they believe it is the only way they can preserve the area.

I would suggest that some body or persons separate from the developer and the NCDC again objectively reassess this area, and examine closely the proposition and location of a golf course in the Tuggeranong Valley.

I would like to conclude that somewhere and sometime it is necessary for human beings, in the words of Mary Gilmore, to 'LET THE BEAUTY LIE'.

Yours sincerely,

*Frances Dowling.*

Frances Elizabeth Dowling



61 Urambi Village,  
Crozier Circuit,  
KAMBAH, A.C.T. 2902


19 March 1986

The Secretary,  
Department of Territories,  
G.P.O. Box 158,  
CANBERRA CITY, A.C.T. 2601

Dear Sir,

With reference to the 89th Series of Variations to the Layout of Canberra, as advertised in Gazette No. 576 of 27 February 1986, I enclose comments by the Body Corporate Committee on behalf of residents of Urambi Village, Crozier Circuit, Kambah. The comments concern proposed streets to serve housing units associated with the Murrumbidgee Country Club development, and related matters.

Yours sincerely,



(Susan Boyd)  
Convener,  
Body Corporate Committee.

Comments by the Body Corporate Committee of Urambi Village on behalf of residents upon the 89th Series of Variations to the Layout of Canberra

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Background

Urambi Village is a medium-density co-operative housing development located to the north and west of Crozier Circuit, Kambah. It was established some ten years ago. There are 72 houses in the Village, occupied by about 170 persons including 50 children.

2. The development of the Murrumbidgee Country Club's golf course and other recreational facilities, together with 400 residential units, on land adjacent to and surrounding the Urambi Village site will involve the construction of new streets off Learmonth Drive and the Kambah Pool Road. The proposed development could significantly affect the amenity of residents of Urambi Village.

General Considerations

3. Most owners of units in Urambi Village purchased their dwellings knowing that land adjacent to the Village was identified for development of a golf course. The proposal of the Murrumbidgee Country Club is thus broadly consistent with their expectations. A number of residents either are or expect to become members of the Country Club.

4. It is recognised that development of the Country Club facilities is contingent upon sale of residential land and housing. Thus, while residents might prefer that there be no intrusion of housing into the westerly aspect of the Village, there is no broad objection to the establishment of that housing and to associated building of streets and other infrastructure. It is pleasing that the proposed location of housing on the golf course site is at least several hundred metres distant from existing housing and that access is to be provided off major roads so that there will be no consequential increase in traffic in the immediate vicinity of Urambi Village.

Specific Concerns

5. There is, however, a number of specific issues which are of significant concern to residents.

. Safety

6. The most important issue for Urambi Village residents is protection against hazards, and especially hazards to children, which may arise from the playing of golf adjacent to the Village.

7. It is accepted that the principal means of protecting residents from straying golf balls is to allow a sufficiently wide buffer zone immediately around the Village. According to the plans made available by the Country Club, the holes adjacent to the Village will be numbers 8 and 16. No 8 is so located to the south and west that there is negligible risk of a ball in play reaching the Village. No. 16, however, is to run the length of the north side of the Village and generally abutting the alignment of the old Kambah Pool Road. In this case there is some prospect that well struck but very poorly directed shots may cause balls to reach the Village boundary. Large existing trees will provide a substantial measure of protection for a considerable part of the length of the fairway, but will not absolutely guarantee that shots may not come very close to Urambi Village. Risks will be greater on the many days when the prevailing westerly winds will exaggerate the diversion from the fairway of a ball which is hooked.

8. Although risks to Village residents and property (essentially windows) from balls played from the 16th fairway are difficult to judge, there would be much greater concern if golfers were to be able to continue to play their balls after straying into the buffer zone, when a further hook or pull might easily intrude into the Village and have devastating effect. Consequently Urambi Village residents believe:

- that either the proposed 16th fairway should be relocated further away from existing houses;
- or that the Country Club should commit itself to playing rules which will prohibit (for example, by declaration of out-of-bounds or ground-under-repair zones) the playing of shots in that open part of the buffer zone between the general line of existing trees and the boundary of Urambi Village.

In either event it would be sensible to establish an understorey of planting beneath the existing trees so as to catch or impede low-flying stray shots from the fairway and to discourage intrusion onto the golf course by Village residents or other members of the public.

#### . Preservation of Existing Trees

9. There are many good eucalypts on the proposed golf-course, although for the most part the site is open pasture land. The larger trees tend to be concentrated in the vicinity of Urambi Village and otherwise at the north-eastern end of the site. These existing trees are especially important to the visual amenity of Village residents, and also serve to screen the Village from view from the course and its proposed club-house. To the maximum extent possible, therefore, these existing trees should be preserved.

10. Inspection of the proposed layouts of the 8th and 16th holes suggests that the course is being planned with this object in mind.

. Sewer Rising Main

11. The development proposal calls for construction of a 6-inch diameter rising main which would pass close to the northern boundary of Urambi Village. There is no objection to the construction of this main provided that it is aligned so as to avoid damage to existing trees, and any existing plumbing within Urambi Village.

. Fencing

12. Much of the Urambi Village's visual appeal derives from its landscaping, which uses a preponderance of native plants and is intended to enhance the relationship of the housing to the surrounding natural environment. There is virtually no fencing around houses in the Village which adjoin the golf-course site. Urambi residents would strongly prefer that there not be a fence between the golf course and the Village, it being understood that Village residents would be obliged to discourage by other means any interference with Country Club activities.

. Access

13. Presently there is vehicular access to the dwellings on the northern and western sides of Urambi Village by way of dirt tracks including a section of the old Kambah Pool Road. Village residents have been sparing in their use of this access, consistent with the standing policy to confine vehicle movements to the entry points and garage areas immediately off Crozier Circuit. Access in this way is nonetheless important both for emergency services and for other service vehicles (e.g. moving vans). Residents would prefer to retain access along the Village boundary, on the understanding that use of it would be kept to the necessary minimum.

14. Children living in the proposed new housing development to the west of Urambi Village will probably wish to ride their bicycles to Mt. Neighbour Primary School. No extension of the existing bicycle path is shown on the draft plan. Residents support the idea, which we believe would be acceptable to the Country Club, that a cycle path be constructed from the proposed housing west of the Village to the proposed club house area and thence around the northern boundary of the golf course to existing bicycle path.

35 Eagle Circuit  
KAMBAH ACT 2902

18 March 1986

The Secretary  
Department of Territories  
GPO Box 158  
CANBERRA CITY ACT 2601

Dear Sir

VARIATION NO. 14  
87TH SERIES OF VARIATIONS TO THE CITY PLAN

I am writing in response to your invitation to comment on the proposed variations to the city plan, Variation No. 14, concerning the provision of roads to the proposed housing development in the golf course.

My comments are as follows:-

- . The claim in Section 9 (Entitled: Public Consultation) of your notice (copy attached) that "consultation between the proponent and local residents has taken place and . . . ." is not a correct statement according to my knowledge. Residents of Eagle Circuit made a joint submission to the NCDC a few years ago when the Murrumbidgee Country Club proposed to develop houses over the eastern fringe of the site. I understand that the club was also aware of our concern. To my knowledge no consultation actually took place between the Club and Eagle Circuit residents. It is essential that residents of Eagle Circuit will not be "forgotten" in future consultations.
- . I am puzzled by the decision to call for comments on the roads while an EIS is under consideration. It could only create duplication of work and opportunities for conflicting conclusions.
- . While the total package for the golf club project is still under development and important details are yet to be worked out, how can one be certain as to what the roads would finally lead to? (pun not intended). I therefore wish to submit that even if the roads receive no adverse comments, it should not be taken as an endorsement for the total project.

As the Tuggeranong Valley develops, it becomes increasingly a hazardous manoeuvre for drivers travelling south along the Parkway to turn right into Boddington Circuit, particularly during peak hours. This junction has been the scene of several bad accidents. The increase in traffic due to the development of housing in the golf course will aggravate the problem. When traffic lights were first installed at this junction, there was a provision for "right turn only" to allow cars travelling south along the Parkway to turn into Boddington Circuit. This should be re-introduced. A right turn only traffic light is operating to enable cars to turn right into Sulwood Drive from the Parkway. Although more cars make the same manoeuvre at the Parkway/Boddington junction, drivers are not given the same safety facility there.

Yours faithfully

PETER CHENG

7256

48 Faithfull Circuit  
KAMBAH ACT 2902

20 March 1986

The Secretary  
Department of Territories  
GPO Box 158  
CANBERRA ACT 2601.

Dear Sir,

87th SERIES OF VARIATIONS TO THE CITY PLAN

Please find attached my submission to the Parliamentary Joint Committee on the ACT regarding proposed variation number 14 of the 87th series of variations published in the Canberra Times of 1 March 1986.

I realise that this submission is being submitted after the official closing date, however I have been in touch with Mrs Ros Kelly, the Chairman of the Committee, who advised me that the committee would be prepared to accept a late submission.

Yours faithfully,



Stephen R. ROSS

As a resident of the area that will be affected by the proposed variation I consider that the proposed residential golf course development raises a number of concerns that should be drawn to the attention of this committee. I also feel that although these concerns essentially relate to my local area they do have wider planning policy implications.

The committee is no doubt aware that when the residential golf course was first proposed in June 1982 it met with widespread criticism from a large number of residents of the areas adjacent to the golf course development site. One of the major objections was the club's proposal to put two small clusters of houses off two existing circuits (Faithfull Circuit and Eagle Circuit) and, to its credit, the Murrumbidgee Country Club (MCC) has amended its present plan to exclude these developments. However the question I would now like answered is what guarantee can we expect that these housing clusters could not be built at some future time. On the June 1982 plan these clusters were proposed because they had the economic advantages of proximity to existing roads and easier connection to the existing electricity and water supplies. I wonder if these economic advantages and/or the desire to utilize an unused portion of the lease may not lead a future club executive to go back to the original proposal for this area.

A second point that I wish to raise is the loss of amenity to residents of the urban areas adjacent to the golf course. Whilst agreeing that a landscaped golf course will enhance the appearance of the area, obviously, there will be little publicly accessible open space left in the area. I question the decision of the NCDC to give the MCC control of the area right up to the edge of the developed residential areas, except for a small area off the side of Faithfull Circuit.

The MCC president has advised that the club will be including a low-maintenance buffer zone of native plants between the course itself and the residential areas in its development plan. Whilst the club will be happy to allow public access to this area obviously they reserve the right to restrict access beyond this buffer zone to protect the golf course itself (possibly by construction of a wire fence). I consider that better solution would have been for NCDC to have made a 'green belt' between the edge of the golf course and existing residential leases which would be maintained by the City Parks Administration. This action would have ensured that a reasonable area would be available for public use and the public would be guaranteed access to it.



My major concern is the effect of the traffic which will be using the proposed access road coming off Learmonth Drive. Since the opposite end of this street is heading for the floor of the proposed lake the only access or exit route for traffic to or from the new area will be via Bateman Street onto Boddington Crescent (see attached).

As the majority of vehicles from this area will be travelling to or from Woden, Civic, or Belconnen it seems safe to assume they will travel along Boddington Crescent until it reaches the intersection with the main arterial road, Drakeford Drive. This will mean a greatly increased traffic usage of Boddington Crescent which can only worsen the busy and dangerous bottlenecks occurring in the area of the schools along Boddington.

At present the intersection of Boddington Crescent with Carlton Street (which has several shops on this corner) is directly opposite the access for Mt Neighbour Pre-school. Next to the pre-school is Mt Neighbour Primary School and on both sides of the road in front of the school are bus stops. The third school, St Thomas the Apostle, is next to Mt Neighbour and almost opposite the intersection of Barritt Street which is a feeder road for the Kambah 7 area.

The traffic flow onto Boddington Crescent has also recently been increased by the construction of medium density housing off Castley and Crozier Circuits. If the expected volume of traffic from the proposed golf course area is added to the present traffic flow on Boddington Crescent this will surely make the crescent one of the busiest non-arterial roads in the ACT carrying a volume of traffic far in excess of its recommended capacity.

I consider that if the feeder road to the new housing at the Learmonth Drive end of the development is to proceed that NCDC should consider the traffic flow problems and look into the possibility (or, more likely, the necessity) of extending the lake end of Learmonth Drive around the lake to Drakeford Rive to alleviate the traffic problem.

54 Faithfull Circuit,  
KAMBAH ACT 2902  
19 March 1986

Secretary,  
Department of Territories,  
G.P.O. Box 158,  
CANBERRA CITY A.C.T. 2601



Dear Sir,

87th Series of Variations to the City Plan  
Variation 14

I wish to raise my objections to the abovementioned as detailed below.

There are five golf courses in Canberra at the present time for a population of 253,100. How can another course be justified?

The housing development that is planned is quite out of context with the rest of Kambah. It would seem that the development is to be for the wealthy, which would make it an elite area. If this is the case, it would seem grossly unfair on the community who at present use the area for a wide range of activities.

This area is used everyday by many people who walk, jog, ride and exercise dogs away from the busy streets. Children especially use the area, where they are completely safe from traffic. There is no other safe area nearby (apart from the school oval) where children can play.

The flow of traffic at Boddington Circuit even now at school times is potentially dangerous (two accidents in the last year involving school children). There are at present two primary schools and one pre-school in Boddington Circuit, which would be one of the main roads to be used by

people who will live in the proposed housing developments. How can these schools and roads hope to cope safely with the extra children and traffic. Bateman Street which runs off Boddington and joins Learmonth Drive is at present only a single lane street. Bateman will be the main feeder road from the houses on Learmonth Drive. How can it cope with all the extra traffic?

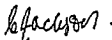
The whole project does not seem to have been very well thought out. It seems to me that little regard has been given to the existing residents in Kambah and makes me think that it is a way for the developers to "get rich quick".

There is a chance our rates will increase - why should we pay for the privileged few?

A portion of the Murrumbidgee Country Club borders on the Murrumbidgee Corridor - where are the chemical fertilizers that will obviously be used by the club be disposed of? Would adequate steps be taken to ensure that these fertilizers do not end up in the Murrumbidgee River? The Murrumbidgee Corridor is supposed to be kept environmentally intact. How on earth can it remain that way with an unsightly housing complex on the very edge of a beautiful area? This project will destroy the image of the Corridor and once it is gone can never be replaced.

I object most strongly to the proposed development of the Murrumbidgee Country Club and associated housing.

Yours faithfully,

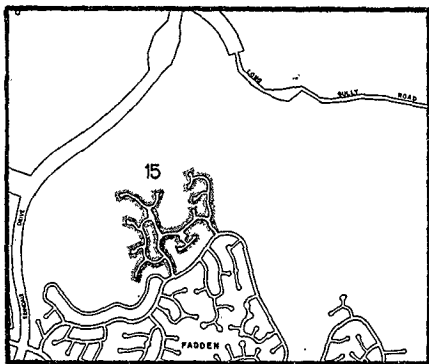


(Chris Jackson)

# Variation No 15

## VARIATION 15

FADDEN, Section 349: Additions to the Plan of a network of roads off Bugden Avenue to enable the area to be developed for residential blocks, water pollution control ponds and open space.



FADDEN: SECTION 349 - ROAD ADDITIONS

1. Purpose

This proposal in North Tuggeranong provides for a network of roads off Bugden Avenue to enable the area to be developed for residential blocks, water pollution control ponds and open space.

2. Background

Fadden Section 349 (part) is located in the district of Tuggeranong immediately to the north of Bugden Avenue, approximately between the eastern end of Appel Crescent and Courtice Close. The site, including additional areas nearby, was originally designated for residential use on the Fadden suburb "handout" plan, which was available prior to the first land auction for Fadden in April 1981. Signs were also erected on the site at the same time displaying the proposed land use.

3. Length

The length of the proposed collector road is 730 metres and that of the loop and culs-de-sac is 2.13 kilometres. The total length is 2.86 kilometres.

4. Estimated Cost of Road Construction

Approximately \$1.0m.

5. Existing Development

The site is bounded to the south by Bugden Avenue and Appel Crescent, and to the west, north and east by hill reserve. There is a large dam adjacent to Bugden Avenue.

6. Proposed Development

The road variations will permit the development of 179 residential blocks (including three group releases totalling 36 blocks) four low density cluster housing sites capable of 28-32 dwellings, two water pollution control ponds and open space including a children's play area.

Two blocks will be accessed from an existing peripheral road (Appel Crescent).

Block sizes vary from 700m<sup>2</sup> to 1900m<sup>2</sup>, and average 1090m<sup>2</sup>, including 23 battleaxe blocks.

Servicing of the blocks is programmed for commencement in the 1986/87 financial year and block turnoff is expected late 1987 with first residents expected by mid 1988.

7. Particular Planning Considerations

The proposals for the site incorporate the following planning principles:

- (a) provide the appropriate road hierarchy by a collector road off Bugden Avenue;
- (b) retain the central wooded ridge and the existing water feature open space area, and link these areas by an open space system;
- (c) incorporate existing healthy trees and features into road verges, pathways, cluster housing and group release sites, and open space;
- (d) maximise the development potential of this area by including some steeper land and seepage areas with special design controls and release conditions to ensure appropriate development;
- (e) design roads to parallel or follow scours depending on gradient and quality of existing features, ensure alignments minimise cut and fill, ensure each block has appropriate access.

8. Environmental Considerations

Planning for development of the site has taken careful cognisance of the environmental sensitivity of the site. In particular, the following features are incorporated in the design:

- a combination of road alignment and block access design aimed at minimising the extent of soil disturbance.

- the retention and supplementing of existing healthy trees, including the selection of particularly attractive groves for development of environmentally sensitive low density cluster housing, and the conservation of the remnant dry sclerophyll forest to the eastern side of the site;
- the careful design of the more visually sensitive areas through residential group releases aimed at creating compatibility in house designs within residential precincts.

Special design controls and release conditions are to be enforced with a view to achieving house designs sympathetic to the environment.

#### 9. Public Consultation

As the residential land use policy for the site had clearly been established and notified well before the sale of any land in Fadden, the Commission took the view that it needed to consult local residents on the development proposals only (not on the question of land use). Accordingly in July 1985 a copy of the Draft Development Plan and covering notes was letterboxed to 142 residents of Bugden Avenue and Appel Crescent most of whom had a direct interface with the subject site. However a group of residents subsequently approached the Commission with the view that the impact of the development may affect more than those residents letterboxed. They requested that the public consultation programme be widened and extended.

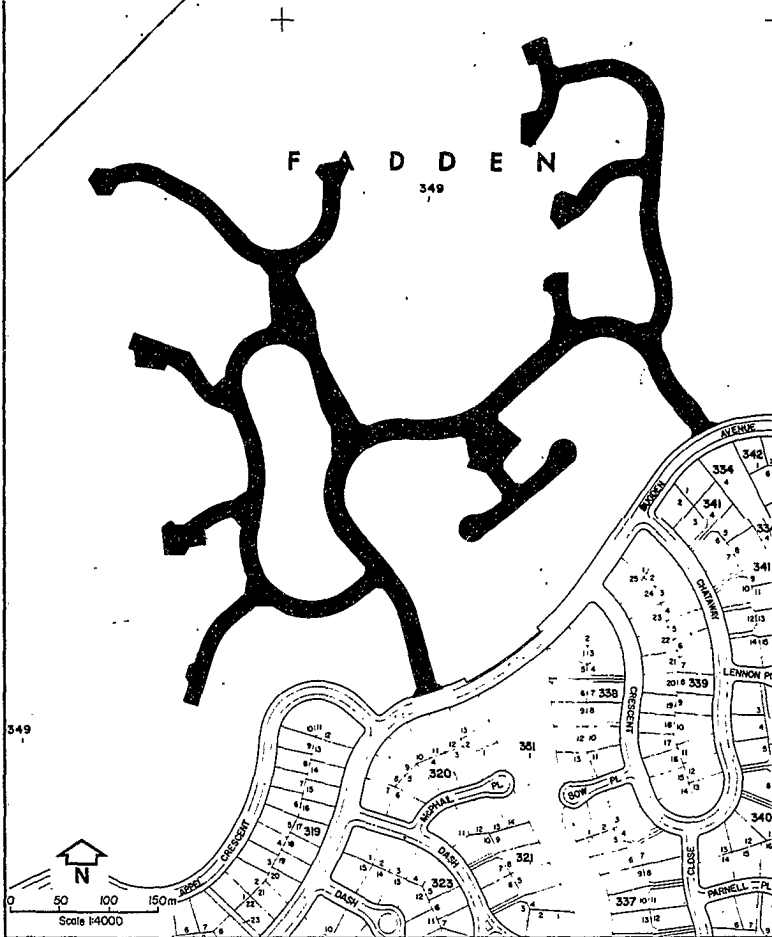
The Commission agreed with this request by extending the period until the end of September and by placing notices in the local press calling for comment from any interested party. Commission officers also held several discussions with residents, and the Commission project officer was available in the Tuggeranong Office on several days in the consultation period to assist residents with any questions or comments they may have.

The residents representatives requested firstly that the site be flagged so that they may a better understanding of the extent of development, and secondly that a meeting be held on site. The Commission agreed with these requests, but the residents subsequently decided not to have any further meetings with the Commission because it would compromise their position of "no development".

A total of 261 submissions have been received in relation to the draft proposal. Of these 214 are form letters circulated by the Action Group. There is also a petition with 74 signatories.

In the light of comments received, the development plan was amended to create two additional low density cluster housing sites in place of standard housing and to provide an informal carparking area at an access point to the hill reserve. Further, special design and siting conditions are intended for all housing within the site.





ROAD ADDITION 

FADDEN: Section 349 - Road Additions

SUBMISSION TO THE JOINT PARLIAMENTARY  
COMMITTEE ON THE ACT

OBJECTING TO VARIATION 15 ( FADDEN SECTION 349 )  
OF THE 87TH SERIES OF VARIATIONS  
TO THE CITY PLAN

FADDEN RESIDENTS ACTION GROUP  
20 MARCH 1986

## OVERVIEW

Residents of Fadden and other members of the public who will be adversely affected by the proposed development of Section 349 Fadden urge the Parliamentary Joint Committee on the ACT to disallow Variation 15 to the 87th Series of Variation to the City Plan.

Issues in support of our plea covered in the body of this submission include :

- . Traffic and safety issues
- . Environmental aspects
- . Aesthetic issues
- . Recreation issues
- . Site problems
- . Land sales and land demand
- . Notification and public interest
- . Longer term issues

One of the major problems with the proposed development relates to traffic and safety issues and residents fear that it will take a fatality to convince the NCDC of the seriousness of this problem.

The hope of Fadden residents is that, on reading this submission and listening to our evidence, the Committee will appreciate the consequences of approving the development proposal and decide that the costs far outweigh any benefits and disallow the development.

Your thorough reading of the submission would be greatly appreciated and we will be happy to answer any queries at the public hearing on 27 March.

### I. TRAFFIC AND SAFETY ISSUES

Traffic hazards are the most important concerns of the residents of Fadden. The likelihood of a fatality along Bugden Avenue or on the intersection with Sternberg Crescent will be exacerbated by the proposed development.

Major issues can best be summarised as follows:

#### 1. Bugden Avenue Design

- (a) As Bugden Avenue (north) is the closest access point for the suburb to the rest of Canberra it carries a disproportionately greater volume of traffic to that of the other 3 access points to the suburb.
- (b) This access road is steep, winding and narrow with poor visibility in many places - including a number of intersections (see photo marked 1).
- (c) Because of the difficult topography the street only has one footpath which is adjacent to the kerb. The NCDC has stated that a footpath is unable to be constructed on the north side. Many school children, pedestrians, cyclists and joggers must use the road or the footpath which is dangerously close to the road pavement. The hazard to pedestrians is worsened by the numerous cars parked on the footpath.

- (d) Due to the difficult topography driveways accessing Bugden Avenue (north) are extremely steep and are built nearly parallel to the street. Many of them are blind to traffic.
- (e) The proposed intersections with the new development, which the NCDC claims to be located in the best positions possible, are considered to be hazardous due to their close proximity to an existing curve and an intersection.
- (f) Bugden Avenue (north) cannot possibly cope with a 67 per cent increase in road traffic (and presumably a commensurate increase in pedestrian traffic) resulting from the development.

### 2. Bugden Avenue, Sternberg Crescent intersection

- (a) The approach to this intersection is down a steep slope on Bugden Avenue (see photo marked 2).
- (b) The intersection presents a danger for motorists leaving Bugden Avenue due to the poor visibility in a westerly direction (which the NCDC acknowledges) and the volume of traffic.
- (c) Traffic flow along Sternberg Crescent is increasing daily as it is the most convenient access to the rest of Canberra for the residents of the new suburbs of Macarthur, Gilmore and Chisholm. Bugden Avenue peak hour traffic is quite often banked up the steep slope.
- (d) The dangers of the intersection are added to by the fast exit of traffic leaving Brindale Drive into Sternberg Crescent. The intersection is only about 75 metres from this exit - a dangerously short distance.
- (e) The NCDC claims the duplication of Brindale Drive will reduce the speed of the exit. This duplication will lessen the distance between the roundabout and the Sternburge/Bugden Avenue intersection thus exacerbating an already hazardous situation.

### 3. Traffic volume and relevant statistics

- (a) The NCDC has advised that as at July 1984 the average daily volume of traffic on Bugden Avenue near the intersection with Sternberg Crescent was 3000 vehicle movements. The current average daily volume of traffic is claimed by the NCDC to be about 3100 movements. The proposed development will result in an additional 2000 vehicle movements or a 67 per cent increase along Bugden Avenue (This is an NCDC figure).
- (b) The NCDC states that '... the current acceptable level of traffic along such roads in new sub-divisions is 4000 vehicles per day'. Considering it is not an average 'safe' suburban road, the NCDC would have to acknowledge that at over 5000 traffic movements per day Bugden Avenue (north) must have a level of traffic that is unacceptable. In fact, the NCDC does go so far as to acknowledge that traffic movements will be 10 to 15 per cent above the level considered by it to be optimal.

- (c) This unacceptable level of traffic, combined with the other hazards of Bugden Avenue, are sufficient cause to cancel the proposed development of section 349.

#### 4. Driveway difficulties

As previously mentioned, many driveways on Bugden Avenue north are steep, badly aligned and have extremely limited visibility, creating a hazard for both vehicles leaving the drives and motorists, cyclists and pedestrians on the street (see photo marked 1). To adjust traffic speed to suit these prevailing conditions would reduce speed to a crawl.

#### 5. Parking

Vehicles parked on the road or the only footpath (or both) are a continuous problem on this winding narrow road. Many residents along Bugden Avenue north choose not to attempt to park in their driveways (as do most of their guests) because of the difficulties in negotiating the driveways. Despite the NCDC's suggestion that the Department of Territories could consider imposing parking restrictions, the Director of Parking has advised that the Department does not foresee the imposition of suburban parking restrictions in Tuggeranong as it does not have the resources to police them.

#### 6. Pedestrian access

- (a) The potential for a pedestrian fatality along Bugden Avenue will be substantially greater due to a projected 67 per cent increase in road traffic and, presumably, pedestrian traffic.
- (b) Bugden Avenue is served by only one footpath next to the road and is continually blocked by parked cars. Because of the topography pedestrians must use the road to get around these obstacles (see photo marked 3). The problem is increased by the limited visibility along the street.  
For example over the period 3-13 March in the 0.6km length of Bugden Avenue between the southern end of Mullan Street and Courtice Close each evening there averaged 13 cars parked either fully or partly on the pedestrian footpath.
- (c) Bugden Avenue north is served by two ACTION bus routes and a number of school routes. As there is no footpath on the northern side most bus users, including school children, catching or leaving buses on that side are forced to cross the already dangerous street to use the footpath (see photo marked 4).
- (d) Due to the difficult topography and the steep driveways the NCDC has stated the construction of a footpath on the northern side 'unfortunately' is not possible.

#### 7. Construction traffic

Reintroduction of construction traffic into a reasonably well established area will create a new traffic hazard. The NCDC acknowledges that construction traffic must use existing access roads and that the effects of land servicing traffic '... will extend over perhaps 12 or 15 months'. In fact, construction traffic will be around for at least 4 years going by the experience of residents in the established part of the suburb.

Residents are concerned that the number of trucks and earth moving machinery needed to remove the large quantities of dirt and rock (see section V) will make the roads unsafe to use. The trucks will be large and numerous and as there is no load limit in the ACT, the trucks will be more than likely overloaded by NSW safety standards. Residents envisage brake failures down steep roads and spillage on the roads creating dangerous driving conditions.

Also, the fact the NCDC '... has examined whether it would be feasible to provide temporary access for construction traffic from Erindale Drive' suggests that the effects of construction traffic on existing roads will be serious enough to have warranted the examination of an alternative.

#### 8. Public transport

At the present time when the Department of Territories is endeavouring to encourage the public to use Action Buses because of the increased parking problems in the city area, and the high volume of private cars using the roads in peak periods, the NCDC is planning a development of more than 200 houses which will not be accessible to an Action Bus Service.

It was pointed out in an original submission to the NCDC that Bugden Avenue between Chataway Crescent and Mullan Street, was too narrow for a Bus Service to be extended to cater for the new development.

The NCDC in it's response (Community Issue 12) state that they are unable to say whether Action will service the additional development.

ACTION's response is that it was never intended to run a Bus Service the full length of Bugden Avenue, and this influenced the decision to build Bugden Avenue between Chataway Crescent and Mullan Street only to a width of 7.2 metres.

Action prefers to operate Bus Services on streets which have a width of 10 metres. This preference has apparently been conveyed to the NCDC on many occasions.

Another criteria of ACTION is that 95% of residents should be within 400 metres of a Bus Service. However, most of the residents in the proposed development will not meet this criterion

#### Bus stops

Bus stops on the North side of Bugden Avenue particularly the one nearest to Partridge Street, is totally inadequate, being on a narrow stretch of 'footpath' (usually dirt, rocks etc) forcing the users onto the roadway, which being on a bend has poor visibility.

## II. ENVIRONMENTAL ASPECTS

This area is a beautiful piece of natural landscape which enhances the environment around Fadden. To destroy the area would be a great shame.

Although the development is small compared to the hill reserves and open space surrounding it, it represents about 95 per cent of the usable area for Fadden residents. The rest of the open space is either too steep or inaccessible.

There is a large and varied amount of wildlife in the area (Attachment ). Much of this will be destroyed during the development of the area and the rest will leave the area for a very long time and perhaps never return.

The water retention pond or 'dam' which is used extensively by the local children and enjoyed by all residents, will become polluted for a minimum of 4 to 5 years due to servicing and subsequent occupation. It will be many years before the ecology of the dam is returned to its current state. In fact the dam may never return to normal due to the effects of run-off of fertilisers, insecticides etc used on blocks in the development.

The construction works required for development will destroy the wildlife that live around the dam, such as kangaroos, tortoises, ducks and many forms of birdlife. The wildlife will eventually be attracted to the proposed additional pond further away, which will only be accessible to the new residents of the development and not to the majority of Fadden residents.

Despite the NCDC's assurances, a substantial proportion of the trees that will be left on the site to minimise visual intrusion and in an effort to protect the environment will more than likely die. The type of native trees that are presently growing in the area are not sympathetic to disturbance and artificial watering. There are also no assurances that the trees that remain will not be destroyed by the new residents after construction has been completed.

The development will be at risk to bush fire because of its large bush perimeter and inaccessibility to fire vehicles.

### III. AESTHETIC ISSUES

Despite the NCDC's aim to build an 'environmentally sensitive' residential development (including their minimal amendments due to public comment) the sub-division will be visually intrusive and will dominate the valley.

Although the NCDC intends to place special development conditions to minimise visual intrusion this will not be the case. Past experience in Fadden and elsewhere has shown that special conditions have been impossible to police and implement. Even standard conditions have been breached on the north side of Bugden Avenue regarding driveways. Hence the impossibility of providing a footpath.

The construction period will last from 4 to 5 years taking current experience in Fadden into account. During this period residents will be subjected to the noise of extra vehicles, machinery and blasting, considerable dust problems, danger and disturbance - an assault on existing residents' privacy. It should be noted that there is no effective legislation to control the level or periods of noise in the ACT.

The necessity to build a water reservoir to service this development will be at great monetary cost to the NCDC and in terms of aesthetics, a great cost to Fadden residents. Despite any efforts made, a reservoir will be an ugly addition to the area and cannot be anything else but obtrusive.

The level of traffic noise on Bugden Avenue is already high. The development will increase the noise level substantially especially on steep grades.

#### IV. RECREATION AREAS

Fadden, being a hill suburb is not over-endowed with planned recreation areas.

The planned Fadden Public Tennis Club is now situated in Chisholm.

The attraction is the unplanned aspect of this area where the residents of all ages, make their own recreation, which in an age of overplanning, is to be encouraged.

Many residents of Fadden and also from surrounding areas frequent the 'Dam' area and bushwalk in the adjacent Mount Wanniasa Nature Reserve.

Access to the area will be difficult if the proposed development goes ahead and this will discourage recreational use. Also, as most of the valued recreation area is proposed to be developed, only difficult and steep terrain will be left for recreational activities. It will be totally unsuitable for children and the more elderly. This will also create access problems for service vehicles.

#### V. SITE PROBLEMS

It can readily be seen from the depth of the erosion gullies in the area that there would be devastating soil loss once development commences. The natural vegetation is holding the top soil in place and disturbance will result in severe siltation of the water pollution control pond. This uncontrolled run-off will destroy the current eco-systems of the pond. Experience gained from the erosion problems of McKellar, Lyneham North and the barren nature of Isaacs should be sufficient to indicate that development of this area would be the ruination of it.

It is understood that the Department of Territories has expressed concern that the area not be developed because of its close proximity to bushland and the limited access provided for fire services.

The lower parts of the proposed development are similarly situated to parts of Fadden that suffer badly from a high water table and the frequent occurrence of natural springs.

A large proportion of the proposed blocks have slopes that are substantially above the maximum slope recommended in the geotechnical report produced by Coffey and Partners.

It is understood that these blocks will be the steepest developed for residential use in the ACT. The problems created by developing blocks on such an excessive gradient include:

- Magnitude of the cut and fill is more excessive than in other areas resulting in:
  - . longer construction time



- . extensive blasting
  - . need for large and numerous trucks and earth moving machinery
  - . need for a dumping site for excessive fill
  - . need for extensive and costly retaining walls not all of which will be met by the purchase price
  - . a vast re-shaping of the landscape
  - . either cut or fill beside trees retained on site will probably result in their demise
  - . substantial seepage and run-off problems exacerbated by the type of soil in the area
  - . dangerously destabilising surface boulders
  - . massive excavation continued by lessees after development eg terracing.
  - . heavy rain possibly causing considerable risk of slippage/mud slides.
- Land surrounding the development site is difficult to manage with regard to effective control measures
    - . cut-off drains/fire prevention etc
    - the November 1985 fire on Simpson Hill is a good example.
  - All of the above problems will create significantly greater costs for both the Government and lessees in developing the site and must bring into question the economic feasibility of the proposal.
  - Costs increase in proportion to the steepness of the land being developed
    - . electricity/gas/water/sewage/telephone/footpath etc

There are two geological fault lines following the gullies leading to the pond.

NCDC has advised that there would be numerous restrictions (enforcing the restrictions would be a major problem) placed on what could be built on the blocks. This may impose additional costs onto the house builder. NCDC also advised that the site development would include benching for vehicle storage areas and would include extensive construction of retaining walls along site boundaries.

All the above difficulties are magnified out of all proportion in Fadden due to the excessive slope. Development of other areas with similar terrain, such as Black Mountain, Mount Taylor, Farrer Ridge, Mount Ainslie etc, were not proceeded with presumably because of similar reasons to above and the realisation that the costs of such developments outweigh any conceivable benefits.

#### VI. LAND SALES AND LAND DEMAND

The ACT has long been known for its fluctuating balance of available land and demand for that land. The following points are relevant to the development of Section 349 Fadden:

- . Demand for land is low. At the previous two land auctions more land has been passed in than sold (Attachments 1&2). In fact since the development was first proposed by the NCDC the demand for land has subdued to such an extent that it is now not necessary to develop Fadden in order to meet that demand. It is understood that demand is currently forecast to be so low that the NCDC no longer sees an urgency to develop Gungahlin.

- The NCDC insists that development around Lanyon will be necessary if Section 349 is not developed. This is NONSENSE. If NCDC planning relies so heavily on the development of 200 houses in a city with a population of 250 000 people then their policies need a drastic overhaul.
- If these 200 houses are so critical in the development of Canberra then serious consideration should be given to the construction of Gungahlin and its timing. On current plans there will still be houses under construction on Section 349 when the first land is auctioned at Gungahlin.
- This development will meet certain market demands according to the NCDC. The market it is aimed at is the same as that of the suburb of Isaacs. There will be 530 standard residential blocks and 352 medium density blocks sold in Isaacs over the next 12 months. This will adequately cover the market for some time to come.
- Land servicing has been stepped up considerably under the present Government and is now obviously outstripping demand. There is no reason why this will not continue.
- Oversupply of serviced land has occurred in the past and several suburbs have been serviced but unsold for up to 5 years. This was the case with Padden, Gowrie and Macarthur towards the end of the seventies. The situation then is similar to now and the same result is highly likely.
- High real interest rates that are forecast to be facing prospective buyers when the area is auctioned will further dampen any expected demand for the blocks.

#### VII. NOTIFICATION AND PUBLIC INTEREST

1. The above mentioned issues are exacerbated by the fact that adequate notification of the proposed development has not been provided to residents that will be directly and substantially affected by the development of Section 349.
  - (a) Signs erected on the northside of Bugden Avenue have clearly indicated that the vast majority of the proposed development site had been set aside for open space, recreation and nature reserves. The only sign indicating residential development is on the corner of Appel Crescent and Bugden Avenue on the western edge of the site. This is followed by a sign indicating 'Recreation and Open Space' only 20 metres to the east. A sign indicating 'Mount Wanniasa - Canberra Nature Park' on the far eastern side of the site was standing when most residents purchased their homes but has since been removed. The positioning of these signs would lead any reasonable person to believe that the area between the latter two signs would be reserved for either recreation and open space or nature park.
  - (b) The NCDC's response to this issue is that 'the Commission acknowledges that the juxtaposition of these signs was unfortunate'. Padden residents argue that it was not only unfortunate but also misleading and places a responsibility on the NCDC to leave the area as depicted by the signs.

- (c) The NCDC also advised that residents should have ignored these signs and instead referred to NCDC maps distributed before the first land auction in Fadden in 1981. This suggestion has no merit and to carry it to its absurd but logical conclusion could mean ignoring all signs posted by government bodies in the ACT.
- (d) In contradiction of their advice above the NCDC also stated that 'signs placed on development sites by the Commission are intended as an indication of future development'. Surely this means that residents can rely on signs to indicate the type of development even if it is recreation and open space or nature park.
2. The NCDC's record of misleading and inadequately notifying residents and other members of the public has continued in the current period since July last year.
- (a) The letter drop by the NCDC to 'all residents who will be affected' by the development covered only 140 residents and yet double this number believed themselves to be affected enough to write to the Commission urging them to stop the development and many also turned up to a meeting on site with members of your Committee on 3 March 1986. Even *some residents within 100m of the Section 349 were not formally advised by the NCDC.*
- (b) The NCDC claimed in its response to residents of 20 December 1985 that the development had been reduced from 300 to 200 blocks. In its media release of 10 January 1986 the NCDC claims that the development was reduced from 400 to 200 blocks and implies that the reduction was based on community response. Ignoring the fact that between 20 December and 10 January the NCDC found 100 blocks to 'reduce' in its publicity campaign there has in fact been no reduction in the number of blocks and virtually no change at all to the plans since the Commission asked for comment on the draft development plan in July 1985.
- (c) The NCDC has also failed in its explicit assurance not to finalise the draft development plans without full consultation with the Fadden Residents Action Group. The Commission claims that the lack of consultation was due to a misinterpretation of advice received from a member of the Group. However, even a most generous interpretation of the Commission's motives would make it hard to believe that they wouldn't follow up the issue if they really did intend to take account of public comment.

#### VIII. LONGER TERM ISSUES

In addition to the preceding comments the Committee may wish to review the effect on the ACT of this type of development in the longer term.

Municipalities within cities like Sydney for example are now trying to reverse the decisions of earlier councils to develop areas that could have been reserved for the public in the form of recreation and open space. Whilst the Fadden area is only a small part of Canberra's currently available open space the development of a multitude of little areas like this will over time severely deplete the availability of this important

community facility. The NDC's approach of nibbling away at little areas at a time will mean that no single development would be disallowed on this criterion alone but in the long run the disastrous affects of their policy would be all to evident.

. Another longer term issue is in relation to the pending 'self government' of the ACT. Development such as this will lead to substantial capital costs all of which will not be recovered by the sale of the building blocks. For example the extra water reservoir to be built will impose an additional burden on all ACT rate payers in the near future when the Territory has to be self supporting in a financial sense.

#### IX. SUMMARY

In summary, the proposed development is strongly opposed by Fadden residents in line with the issues outlined earlier in this Submission, namely :

- . Traffic and safety issues
- . Environmental aspects
- . Aesthetic issues
- . Recreation issues
- . Site problems
- . Land sales and land demand
- . Notification and public interest
- . Longer term issues

In light of the above issues, surely the enormous costs involved and the considerable disturbance that would be created combined with the immense effort needed to develop Section 349 are sufficient justification to abandon the proposal.

A decision by you to disallow the development would receive widespread community support.

The Fadden Residents Action Group is happy to answer any queries at the public hearing on 27 March.

THE CANBERRA TIMES, SATURDAY, MARCH 1, 1936 -- 7

## More leases passed in than sold at auction.

By FRANK LONGHURST,  
City Reporter.

More residential land leases were passed in than were sold at the Department of Territories' auction at the Albert Hall yesterday.

It was the final day of the three-day auction, and continued the evidence of lowered demand for leases, now that the supply has greatly increased over that of the past three years, and the added damping effect of current high interest rates.

Seventy leases in Gilmore were offered yesterday, and only 28 were sold at reserve prices and eight at above reserve prices. The highest price for a Gilmore lease was \$29,300 (reserve \$27,100), and the average was \$21,774.

Ten leases in Macartney were offered, and two were passed in, two were sold at reserve prices and seven at above reserve prices. The highest was \$26,000 (reserve \$17,800) and the average was \$20,300.

Seven leases in Isabella Plains were offered, three were passed in, and four were sold at reserve prices and six at above reserve prices. The highest was \$24,300 (reserve \$13,300) and the average was \$17,422.

Eighteen in Chisholm were offered, with 16 being passed in, one sold at the reserve price of \$20,400 and one for \$24,350 (reserve \$23,700).

Of the total 113 blocks offered yesterday, 62 were passed in and 51 were sold.

The next residential auction is to be held in April, and is expected to include the first offerings in the new Yencham North subdivision.

THE CANBERRA TIMES, THURSDAY, FEBRUARY 27, 1966 — 9

Sales slump, interest rates blamed

# Subdued response to land auction

By FRANK LONGHURST,  
City Reporter

The Department of Territories kicked off its first residential land auction for 1966 yesterday by offering a mixed bag of Canberra residential leases — and it got a predictably mixed response from a very subdued market.

Builders, many of whom are currently over-burdened with unsold house-and-land-packages in the newer and outer suburbs because of prevailing high interest rates and the resultant downturn in sales, stayed away in droves from the auction at the Albert Hall.

(In the current low market, some builders have rented out completed houses in inner and outer suburbs because they have been unable to sell them.)

Some smaller operators, who needed to top-up their land supplies, competed with a smattering of private buyers.

Four groups of medium-density blocks in the Swinger Hill area of Phillip were offered, providing for the construction of up to 50 townhouses,

but only one group — for five separate units — was sold, for its reserve price of \$116,170, or \$23,234 a unit.

The other four groups, which would have provided 45 units, failed to attract bids.

Bidding was strong for 64 cottage and courtyard-house leases in Kambah, Kaleen and the new Tuggeranong suburb of Calwell, which were offered in 14 groups with all but one group selling at above reserve prices.

Builders paid an average of \$16,943 for cottage or courtyard leases in Kaleen; \$14,846 in Kambah, and \$13,173 in Calwell.

Cottage blocks are about half the average size of standard residential leases, and courtyard blocks are also smaller than average, with the requirement for specific building designs.

The offer of 25 standard leases in Hawker confounded some observers who had expected high prices because of the perceived prestige of the suburb.

But many of the blocks offered yesterday were close to Belconnen Way, and all but one carried warnings that the sites were affected by fill, and

that there were unknown additional building costs because of the need to take engineering advice.

This resulted in four Hawker blocks being passed in after failing to attract bids; 11 being sold at reserve prices, from \$22,100 to \$30,500; and 10 being sold at above-reserve prices, from \$25,500 (reserve \$22,100) to \$40,000 (\$30,500). The average price of blocks sold at Hawker was \$26,971.

Of 45 standard single leases in Calwell, 36 were passed in; eight were sold at reserve prices, from \$17,800 to \$22,100; and one was sold above the reserve, \$25,500 (\$22,900). The average price for standard leases sold at Calwell was \$21,278.

Observers blamed the smaller-than-average size of most of the Calwell blocks at least in part for the lack of response.

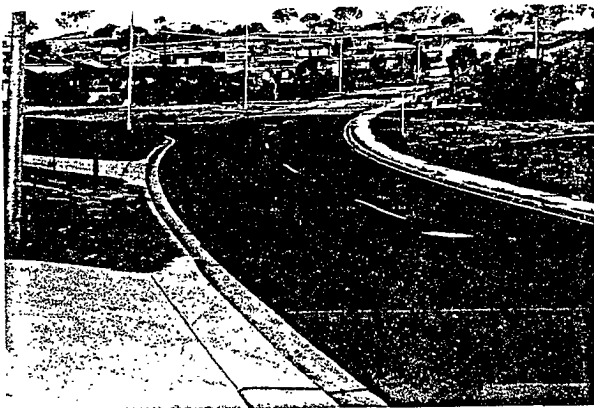
The auction will continue at 9am today at the Albert Hall, with the offer of 108 standard single leases in Oxley, McKellar, Florey, Gowrie, Kambah and Kaleen.

Tomorrow a total of 113 single leases at Macarthur, Isabella Plains, Chisholm and Gilmore will go under the hammer.

Photograph 1.



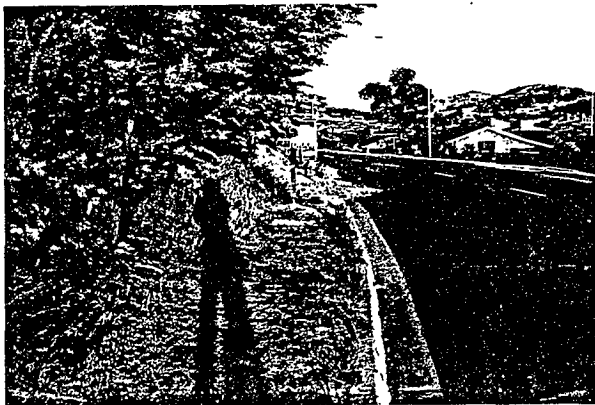
Photograph 2.



Photograph 3.



Photograph 4.





*Maureen Foley*

*Mr. [unclear]*

*for action + acknowledgement.*

Tuggeranong Community Council  
c/- 211 Longmore Crescent  
WANNIASSA ACT 2903

*X*  
*18/3*

RECEIVED  
14 MAR 1986  
FIRST ASSISTANT SECRETARY  
DEVELOPMENT

The Secretary  
Department of Territories  
GPO Box 158  
CANBERRA CITY 2601

Dear Sir

RE: 87TH SERIES OF VARIATIONS TO THE CITY PLAN  
VARIATION 15 - FADDEN SECTION 349

The Tuggeranong Community Council did not comment on the draft development plan issued in September 1985 in regard to this variation, however now that implications of the development are clear we wish to make representation. We oppose the proposal unless certain corrective measures are taken.

Whilst accepting that the area has always been designated as residential, it is difficult to understand why it is suddenly being developed given the current lack of demand for serviced sites. The inadequacy of Bugden Avenue to cope with increased traffic or to allow the movement of buses on it must not be ignored by NCDC as it clearly intends to do.

The proposed plan will significantly add to the current traffic problems on Bugden Avenue by the addition of further major intersections. This will considerably increase the traffic flow which is already too high considering its limitations (high set, narrow, winding street), exacerbating the existing problems of the Sternberg/Bugden Avenue intersection.

Further, neither the residents of the proposed development nor the existing houses on Bugden Avenue will be serviced by ACTION buses due to the road's inadequacies outlined above.

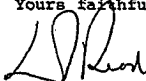
The solutions to the problems would therefore seem to lay in widening Bugden Avenue where this is possible, rectifying the Sternberg/Bugden intersection, and proper consultation with ACTION in whatever decisions are taken.

The Sternberg/Bugden intersection needs to be investigated in relation to its proximity to the Sternberg/Erindale Drive intersection which is currently a high speed roundabout. Traffic lights at the Sternberg/Bugden intersection would stop the long delays experienced by vehicles trying to break into the traffic on Sternberg Avenue.

Should such corrective measures not prove feasible, then the plan to develop a residential area in Fadden Section 349 could not be supported.

We recommend that the variation not be approved unless the traffic problems of Sugden Avenue can be effectively resolved.

Yours faithfully



D T READ  
CHAIRMAN

13<sup>th</sup> March 1986

5 Chataway Crescent  
FADDEN ACT 2904

Telephone No. 89 6639 (BH)  
91 7053 (AH)

The Secretary  
Department of Territories  
PO Box 158  
CANNBERRA ACT 2601

ATTENTION: Ms R Foley

I refer to notification in Special Gazette No. 76 of Thursday 27 February 1986 calling for comments or objections in relation to the 87th Series of Variations to the City Plan. I wish to object to the development proposed for Section 349, Fadden.

Since the National Capital Development Commission published its proposed Policy and Development Plans for the area I have written to the Commission on several occasions and met with its officers. To date the Commission has failed to allay any of my concerns and has not been able to modify its plans to overcome any of my significant objections to the development.

... I attach for the consideration of the Parliamentary Joint Committee on the A.C.T., copies of my letters to the Commission outlining my major concerns and objections with regard to the development. In summary these include:

. Traffic Problems - the Commission's own traffic assessment indicates that it would expect the development to generate some 2,000 vehicle movements per day which will increase traffic volumes on Bugden Avenue to something in the order of 4,700 vehicle movements per day. This exceeds the Commission's traffic volume guidelines by approximately 17.5% and will obviously lead to major congestion and road safety hazards.

. Environmental Problems - much of the area is very steep, and subject to seepage. Broadscale clearing for development will lead to major erosion, siltation and associated environmental problems. The scope and nature of the proposal

will also mean that it will be visually obtrusive with regard to other areas of Tuggeranong. The Commission has admitted that the development is in many ways an experiment; why should local residents have to suffer the consequences should the experiment fail.

. Development Constraints - the Commission has advised that stringent requirements will be placed on all development in the area to minimise the impact on local residents amenity. The Commission fails to outline how this is to be achieved, what organisation will adopt the watchdog role and what funding and staffing resources are available to ensure the development conditions are met. In addition, I might add that the Commission's original intentions especially in relation to the size and scope of development proposed have never been particularly clear until this time.

I would welcome the opportunity to expand on these points and other issues contained in my letters at a personal appearance before the Parliamentary Joint Committee.



A R PEGLER

20 March 1986

Secretary/Manager  
National Capital Development  
Commission  
GPO Box 373  
CANNBERRA ACT 2601

Dear Sir

RE: DEVELOPMENT PROPOSALS - FADDEN, SECTION 349

I wrote to you on 18 October 1985 seeking further information with regard to the development of Section 349, Fadden. Although 2 months have elapsed, I am yet to receive a reply, or even an acknowledgement. Accordingly, I am now writing again to express my concern and disappointment at the NCDC's lack of response and to reiterate my previous request for information.

In addition to the questions raised in my letter of 18 October 1985, I would like to be informed on the current status of the project. In particular, what actual planning and design work is currently taking place, and also what developments have occurred since I last heard from your officers? Your advice as to whether the development is still to be considered by the Joint Parliamentary Commission commencing in March would be appreciated. If so, what will be the dates for the period of public comment preceding this?

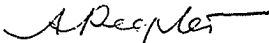
My concerns are also shared by the approximately 250 people who wrote to the NCDC expressing major reservations during the previous period of public comment. To the best of my knowledge, none of these people have received a detailed reply regarding the extent and status of the development now proposed. When will the points raised in these letters be acknowledged? Exactly what steps are being taken to overcome each of these difficulties and to ensure that existing residents are not disadvantaged by the sub-division?

In previous discussions with NCDC officers I was informed that the major rationale for proceeding with the development was the extreme shortage of land suitable for residential development in the ACT. However, sales at the most recent land auctions suggest a strong decline in the demand for residential land with 96 out of the 104 blocks available at the Wednesday 4 December 1985 auction being passed in. Will the present situation with land sales influence the timing of the Fadden development? What

Justification is there for the continuation of the project if the market for land in the ACT continues to deteriorate, and are there really no other possible sites anywhere in the Tuggeranong Valley, or elsewhere in the ACT suitable for 200 "up-market" dwellings? I understand the development of Gungahlin has been accelerated. Surely, somewhere in the entire Gungahlin region, a suitable site is available?

I would appreciate your early reply to the points raised in both this and my previous letter.

Yours faithfully



S Pegler

16 December 1985

Secretary/Manager  
National Capital Development  
Commission  
GPO Box 373  
CANBERRA ACT 2601

Dear Sir

**RE: DEVELOPMENT PROPOSALS - FADDEN, SECTION 349**

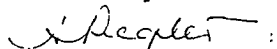
Further to my previous letter and discussions with officers of the NCDC, I would like some extra information regarding the development of Section 349, Fadden. In particular, it would be appreciated if you could elaborate on the guidelines the NCDC applies when developing sites with steep slopes.

At one meeting, Commission officers indicated that approximately 25% of the blocks proposed for development will exceed NCDC guidelines in relation to steep site developments. Exactly what are these guidelines and how are they generally applied? What circumstances have given use to Commission departing from the guidelines in other locations and have the resulting developments been aesthetically and environmentally successful? Also, why in this particular case are these guidelines to be exceeded to such a significant extent? It would be appreciated if the Commission would provide a plan of Section 349, indicating which individual blocks exceed the guidelines.

In recently examining the Tuggeranong South Draft Policy and Development Plan, I noted that the NCDC acknowledged that it was "... constrained ... by the practicalities of developing on hill slopes ...". Can you advise as to the limitations and guidelines applied in this case and why these should be applied here and not in Fadden?

I also noted that the Tuggeranong South Draft Policy and Development Plan places particular emphasis on environmental protection especially in relation to runoff; siltation and erosion and the aesthetic impact especially in relation to the visual catchment of the proposed development. It would appear that the same emphasis has not been applied in the case of Fadden. Can the Commission guarantee that such problems will not occur in the Fadden development; despite departures from the visual guidelines; specially given the occurrence of problems in existing parts of the suburb? In particular I would appreciate an explanation of why the standards applied in Fadden should be denigrated as compared to those applied in the Tuggeranong South and other ACT developments?

Yours sincerely



A R Pegler

18 October 1985

The Secretary and Manager  
N.C.C.

220 Northbourne Ave  
Canberra, A.C.T. 2601  
Re: 85/1111

Dear Sir,

I am submitting the following comments to supplement my previous letter concerning the submission of Section 374, Facelid. I have divided these comments into three sections:

1. General concerns about the development.
2. Personal concerns over my objection to the development.
3. Some comments on the manner in which information has been made available to Facelid residents.

I hope you will seriously consider my objections, as I believe many of them would be well by a large number of people in Facelid other than myself.

Yours sincerely,

W. P. G. L.



Comments Received.

11. As we have access to the proposed subdivision via from Buggden Ave, it will seriously increase the traffic strain on this residential street. Buggden Ave is a narrow, winding road with poor visibility in many places. Despite this, it already carries the high volume of traffic, especially at peak hours, with many of these vehicles travelling extremely fast. In addition, the intersection of Skerrington Cres and Buggden Ave is already often severely congested with large build-ups of traffic onto Buggden Ave. Whether this street or this intersection can safely tolerate the substantial increase in traffic volume that the development of Section 349 will create. The situation at the intersection of Coyne Street and Buggden Ave will also be worsened by this development.
12. The proposed intersection on Buggden Ave between Sections 341 and 342 is potential dangers. Traffic will enter Buggden Ave at a point where visibility to its left is minimal and where (once again) traffic often moves excessively fast. Also, west bound traffic on Buggden Ave will have a limited view of this intersection as it remains the blind near Section 342. In addition, the intersection will be almost opposite the east street parking on the lot.

Increasingly, since the introduction of private cars, drivers have been encouraged to minimize the possible traffic hazards, but the evidence it will be objectionable to a busy urban section, increasing both the congestion and the likelihood of accident, at this point.

1.3. Apparently there can be no bus services to the subdivision as both Bugden Ave and the proposed roads are too narrow for the safe passage of buses. This means its residents (as well as those in many existing parts of Fadden) will be forced to wait a kilometre or more to the nearest bus-stop, or use their cars. This will exacerbate the traffic problem in Bugden Ave as many will not consider catching a bus a viable alternative.

1.4. A large proportion of the subdivision site is very steep. Even with the NCC's proposed siting and building restrictions, the slope of the land and the loss of vegetation would make the area ideal for erosion. There have been severe erosion problems already in existing parts of Fadden, resulting in large amounts of dirt being deposited on roads and creating yet another traffic hazard. The fall on some proposed blocks is so great, that despite siting restrictions, some erosion and

run off seems inevitable.

1.5. The high, steep site will make an "environmentally sympathetic" development very difficult to achieve. Because it extends far up the surrounding hills on three sides, the subdivision will be visually obtrusive and will dominate the appearance of the suburb. Also, the houses closest to Bigden Ave will have their backyards facing Bigden Ave, presenting existing residents with views of anything these backyards might contain. This is unsatisfactory as the vast majority of suburban houses are not designed to be aesthetically pleasing from the rear and the proposed screen planting will take several years to be effective.

1.6. There is considerable wildlife in the area and local residents currently have the opportunity to view it at close quarters. This wildlife will be disrupted by the service and building of the subdivision and will be forced to move away from existing residential areas to the top of the hills. This means the wildlife will have a reduced habitat and residents will be deprived of their presence.

1.7. Many parts of the site are very boggy after heavy rain, especially as the area incorporates two natural drainage

routes. This increases the difficulty of constructing houses and will increase the problems of erosion and runoff. I am also concerned that this development would negatively affect the quality of the water in the storm water control dam.

1.3. The higher parts of Fadden already have very low water pressure. As many parts of the proposed subdivision are even higher in altitude, I would expect that their water pressure will be even worse. This will make it difficult for new residents to maintain their gardens and give the area a 'natural' appearance. Additionally, it would increase the danger of fire damage in an area that is adjacent to bush on three sides.

The proposed development of Section 349 would seriously affect my landhold directly. When purchasing our block of land, my husband & I searched for considerable time to find a block on which we could build a solar home with a northerly aspect and still have a pleasant outlook in that direction. Such blocks are extremely rare in Langrove. We purchased Block 4, Section 341, Fackler and sited our house so that it clings onto the hill between Section 342. At the time of purchase there was a sign on the opposite side of Bagden Ave to our home, indicating the area was part of "Mt Langrove, Kookaburra Nature Park". A few months after we moved in, this sign vanished.

At present we have an energy efficient house with an attractive outlook. However, the mill will be totally lost with the new development. The blocks on the eastern side of the access road which intersects Bagden Ave near Section 341, take up a considerable proportion of this hill and will be our future view. A beautiful outlook, which frequently enables us to see kangaroos and other animals from our living area will be replaced by rows of the solar home houses and their backyards; possibly

containing the usual rotary hinges and ten  
specimens which will look anything but "modern  
sympathetic". Also, because of the slight  
differential between these blocks and ours, it  
will be virtually impossible to screen such  
eye-sore either by planting close to our block  
or on the perimeter of these above.

These blocks will also create a severe privacy  
problem for my household. Because of the setback  
design of our house, there are large areas of  
glass on its northern side, facing the new  
development. The houses of this development will  
look directly onto all our living and sleeping  
areas, which will be extremely detrimental  
to both our lifestyle and the resale value of  
our property. One of our property's greatest  
assets is the combination of its northern aspect  
and its outlook. With the construction of the  
new subdivision, this will be turned from an  
asset to a liability.

It is particularly frustrating to realize that the  
drop in value will most likely be accompanied  
by a large increase in taxes, due to the  
privileged nature of the new development.

I would like to unmake them responsible for  
the design to visit our house and see these  
affairs for themselves.

3. Some comments on the original zoning of Section 379 and the way in which information on this zoning has been made available to Factoria residents.

I realize that Section 379 has always been zoned for residential. However, I do not consider this to be sufficient justification for its development. I was told by the Project Planner for the subdivision that the area was not zoned at the same time as the rest of Factoria because of the difficulties of the site, such as steepness, erosion and drainage. It was apparently put in the 'two-hand basket'. All these problems still exist, and in addition, there are the effects of the development on an existing community.

I would like to express my concern about the inadequate and misleading way information about the proposed development has been made available to this community. Contrary to the assumptions of document 85/111, the vast majority of residents here or are still not aware of the nature and extent of this subdivision. This is due to the following:

1. The sign (now removed) opposite Section 379 stating the area was part of the Factoria Residential Area.

2. The sign near the intersection of 1<sup>st</sup> and Appel Cms. the original sign here mentioned only medium density development, which more residents assumed was subject to the area behind the sign, i.e. between Appel Cms and the dam. This sign has now been replaced with another indicating a medium and/or low density development. It is unlikely that many residents have noted the changed wording of the sign.
3. The sign near the dam indicating restriction open space. There was no indication that the jurisdiction of the sign in 2. extends right around this small recreation area.
4. The restricted nature of the letter drop of document 85/1111. Only residents in parts of Appel Cms. and Bugden Ave. received copies. However, the area in question is used and appreciated by people all over Falden, and has a direct impact on many who do not live in the above streets.
5. The limited time between the issuing of document 85/1111 and the closing date for written comments. This was unexpected for those in the community who were aware of the nature of the submission to <sup>opposed the need to</sup> many other residents or organized community action. Also, the Project Plan



was only at the Tuggerah Office for a limited time during business hours, making it difficult for working people to discuss the issues with him personally. I was only in Canberra for 5 days during the period, which was insufficient for me to express the extent of my concern. However I should like to state that every member of Facdon whom I have made aware of the submission has expressed his/her strong opposition to it.

6. While the block-and-section map of Facdon does show the area as residential, it gives little indication of the extent and nature of the proposed development. Most people both visitors and residents alike are unaware that the NDC would even contemplate building on such a unique and presently beautiful site. In addition many residents bought their blocks or houses through realtors and unfortunately never consulted the block-and-section map. Presumably, until 11 July 1985, this was the only public document showing the proposed submission.

I am not suggesting that these are reasons in themselves to alter the proposed development. There are many reasons in sections 1 and 2. However, they do underline how

Fashion residents have been multidisciplinary and  
misinformed and show why many people feel  
that the NCC has little concern either for  
the needs of existing residents or the preservation  
of the lush/rural nature of their suburb.  
Surely the new suburbs of Canberra should  
be designed to be convenient, safe and  
attractive to their residents and not come  
up for expensive and exclusive new  
developments such as this.

Dr L.R.H. Drew  
351 Bugden Ave.  
FADDEN ACT 2904  
12 March 1986

The Secretary  
Department of Territories  
GPO Box 158  
CANBERRA CITY ACT 2601

Dear Sir

87TH SERIES OF VARIATIONS TO THE CITY PLAN  
VARIATION 15 : FADDEN SECTION 349


I wish to lodge an objection to the above proposal and to request that I be permitted to appear before the Committee to speak to my submission if the Committee remains unconvinced that the proposal should be rejected.

I previously lodged an objection with the N.C.D.C., in company with many other residents of this area. The N.C.D.C. provided me with a list of those objections and their responses (Attachment 1). I have considered those responses and have developed comments relating to each issue, together with another point raised by the N.C.D.C. at the community meeting on 3rd March 1986 (Attachment 2). Attachment 2 is my main submission.

In summary the important issues are:

1. the dangerousness of Bugden Avenue, particularly if it is subject to an additional 2000 car movements a day;
2. the dangerousness of the nexus of intersections between Sternberg Crescent with Erindale Drive and Bugden Avenue;
3. the unavailability of a bus service to the proposed subdivision, because buses will not proceed east of Partridge Street in Bugden Avenue;
4. the expense and engineering problems involved in the proposed development;
5. the impossibility of giving credibility to the claims and promises of the N.C.D.C. For instance, they propose special conditions on leases even though it is impossible to ensure that routine conditions are enforced; they propose to remove plantings at Sternberg Crescent which are non-existent; they imply that they reduced the number of units in the subdivision as a result of residents submission but in fact both plans contain 200 home units; if they planned for an additional 400 (or even 200) units before the roadworks began in Fadden, and yet had to make the section of Bugden Ave east of Chataway Street so narrow, how can their promise to solve traffic problems be taken seriously.

Yours sincerely

  
L.R.H. DREW

FADDEN SECTION 349 DEVELOPMENT PROPOSALS -  
SUMMARY OF ISSUES AND RESPONSES

In a letter to residents of Bugden Avenue and Appel Crescent on 11 July 1985, and again in an advertisement in The Canberra Times of 31 August 1985, the National Capital Development Commission advised of its development proposals for Section 349 Fadden, which has long been identified for residential development.

The following is a summary of the issues raised by the community, together with the Commission's responses to those issues and its related decisions.

COMMUNITY ISSUE

COMMISSION RESPONSE AND  
DECISION

A. TRAFFIC AND SAFETY ISSUES

- |   |   |
|---|---|
| <p>1. The only access to the proposed development is via Bugden Avenue, which is a narrow winding road with poor visibility in many places (A). It is too narrow to allow easy passage of traffic (B). It does not have the carrying capacity that its location as the main perimeter road suggests it should have (9). The northern section of Bugden Avenue already has a large number of dangerous intersections (16).</p> | <p>The width of Bugden Avenue and visibility on the road generally satisfy the Commission's design criteria although the difficult topography is acknowledged. The carrying capacity is also commensurate with the road's function as a main distributor road. The intersections have been designed to allow sufficient sight distance at recommended speeds and traffic accident records indicate that Bugden Avenue has low accident ranking compared to similar roads in Canberra.</p> |
|---|---|

~~RECEIVED~~ SUBMISSIONS 47

- (A) Standard letter. 214 copies received.
- (B) Petition with 74 signatories

Numbers in brackets refer to particular submission numbers.

COMMUNITY ISSUE

COMMISSION RESPONSE AND  
DECISION

2. Bugden Avenue already carries a high volume of traffic, especially at peak hours. The proposed development could increase traffic movements along Bugden Avenue by up to 2000 per day, to a level acknowledged by the Commission as being 10-15 percent above the level considered optimal by the Commission. Neither the street nor its intersection with Sternberg Crescent can safely tolerate this substantial increase in traffic(A).

This concern expressed in public comments has been very carefully examined. The increase in traffic volumes above the Commission's guidelines for distributor roads occurs only in a short segment of Bugden Avenue between the western intersection of Appel Circuit and Sternberg Crescent. Both the intersection and the street have the capacity to cater for the increased flows.

3. The intersection of Bugden Avenue and Sternberg Crescent is often severely congested with large bank-ups of traffic and long delays for commuters (A). It is a dangerous intersection for motorists leaving Bugden Avenue, due to the poor visibility in a westerly direction (A) and the volume of traffic (6). The steepness of Bugden Avenue before the Sternberg Crescent intersection will contribute to tail-end collisions if traffic banks up half-way down the hill (11). The duplication of Erindale Drive will shorten the distance between the roundabout and the Bugden/Sternberg intersection (194).

There is scope for improvements at the intersections. The Commission acknowledges that sight distances to the west are limited at the intersection of Sternberg Crescent and Bugden Avenue, and has requested the Department of Territories as the traffic management authority to take action to prevent parking which is contributing to the problem. The department will also be asked to prune the plantings near the intersection. The design of the duplication of Erindale Drive is intended to reduce the speed of left turn movements into Sternberg Crescent. The combined effect of the above actions is expected to improve the intersection.

COMMUNITY ISSUE

4. The situation at the intersection of Coyne Street and Bugden Avenue will also be worsened by this development (A).
  
5. A further traffic problem will be created by the proposed intersection on Bugden Avenue between Sections 341 and 342. Traffic will enter Bugden Avenue at a point where visibility to the left is minimal. West-bound traffic on Bugden Avenue will also have a limited view of this intersection as it rounds the bend near Section 342. In addition, the intersection will be almost opposite the off-street parking for the local veterinary clinic and the existing walkway/bicycle path (A).
  
6. Bugden Avenue is also made hazardous for west-bound motorists during a long period over the summer months, due to the position of the afternoon sun (A).
  
7. Steep driveways on Bugden Avenue create visibility problems to motorists entering and leaving them (A). They also require fast entry speed (3).

COMMISSION RESPONSE AND DECISION

The question of traffic safety has been given particular attention in the formulation of this development proposal and the issues canvassed in community comments have been thoroughly examined by Commission engineers.

The Commission is satisfied an increase in traffic volumes resulting from the development of Section 349 Fadden will be within the capacity of the intersection.

Similarly, sight distances available at the proposed intersection will be adequate for the recommended speed limit on Bugden Avenue. Vehicle movements from the veterinary clinic are very limited, and should not pose a safety problem. The intersection's optimum location is that proposed, and the numbers of cars and people in the area should not cause difficulties.

This situation arises in any street with a western orientation. The volume of additional traffic on Bugden Avenue however will not be so large as to significantly add to the problem.

Motorists using Bugden Avenue will need to adjust their driving to suit prevailing conditions. The level of additional traffic will not materially alter existing conditions.

COMMUNITY ISSUE

COMMISSION RESPONSE AND  
DECISION

8. Parked cars are another hazard on Bugden Avenue. Because of the steepness of driveways guests and some owners are inclined to park on the street rather than use available parking space in driveways (A).
9. Buses dropping off and picking up passengers add to the traffic hazards on Bugden Avenue (A).
10. There is no pedestrian access on the north side of the road, because of the steep fall of the land (A).
11. Reintroduction of construction vehicles into a reasonably well-established area will create a new traffic hazard. Construction traffic will be disruptive, dangerous and an assault on the residents' privacy (A, B).
- There are currently no parking restrictions on Bugden Avenue. Should residents feel, however, that on-street parking is causing an undue safety hazard, the Department of Territories could be approached to consider some form of parking restrictions.
- Bus traffic is a normal component of distributor road traffic throughout neighbourhoods in Canberra. The Commission will endeavour to improve facilities for pedestrians.
- The Commission has examined the provision of a footpath on the northern side but unfortunately the fall of the land and the construction of driveways do not permit the construction of a path on the north side.
- The effects of construction traffic relating to land servicing will extend over perhaps 12 or 15 months. It is unavoidable that some construction traffic will be using access roads in the area, and if a problem emerges, temporary traffic control measures can be considered. The Commission has examined whether it would be feasible to provide temporary access for construction traffic from Erindale Drive. However on the grounds of traffic safety that access should not be provided.

COMMUNITY ISSUE

12. As the new development will not be within reasonable distance of a bus route, traffic problems will be exacerbated as many residents would not consider catching a bus a viable alternative to car transport(A).

13. Driveways and retaining walls take off right from the kerbside so that it is impossible to walk on the north side of Bugden Avenue and it will never be possible to provide a footpath on that side of the road (4). Parked cars force pedestrians onto a busy road (6).

14. The proposed pedestrian access point to the development is on a very dangerous bend on Bugden Avenue (191).

COMMISSION RESPONSE AND DECISION

We are unable to say at this stage whether ACTION will service the additional development. The development in Section 349 will however be within reasonable walking distance of existing ACTION services.

The Commission acknowledges that a footpath cannot be provided on the north side of the road because of the topography and the presence of driveways.

Sight distances at this point are considered to be adequate, and the comparatively low volume of vehicle and pedestrian traffic is unlikely to create conflict. Alternative access points have been re-considered on site in the light of community comments, but were not considered to be better than that originally identified and the location proposed is the safest.



COMMUNITY ISSUE

COMMISSION RESPONSE AND  
DECISION

B. SERVICES

1. It is understood that Bugden Avenue east of Partridge Street is too narrow for buses to negotiate. This means that residents of the proposed subdivision will be forced to walk a kilometre or more to the nearest bus stop or use their cars (A). Consideration does not appear to have been given as to how the new development is to be serviced (B). The bus service problem will escalate as the need for school buses and other forms of public transport grows (21).

Bugden Avenue has a reduced pavement width between Courtice Close and Welsby Place. The Commission considers that all of Bugden Avenue is capable of use as a bus route, and should be developed as such. However, if the current policy of not providing a service continues, the Commission would ensure that prospective lessees were informed (prior to the auction) that bus services were not provided on Bugden Avenue adjacent to the site. (Also refer to Issue A12 response.)

2. Significant land releases in recent months will reduce the quality of the services available in this part of Tuggeranong. Gowrie shops are having difficulties providing groceries for Fadden residents(3).

The Fadden shops have recently been opened. With the opening of the Chisholm major shopping centre, the district will be well provided with the necessary shopping and other community facilities. The recent opening of Erindale has also contributed significantly to the availability of major food shopping opportunities in the area.

3. The Department of Communications intends to do nothing about the poor reception of TV and FM radio in the area. New residents would have poor reception and the resulting huge antennas will be ugly.

The quality of TV and radio reception is for the Department of Communications to consider. Notwithstanding this the Commission is examining whether and how the problems of reception can be ameliorated. The Commission's design and siting policies control the appearance of TV antennae.

COMMUNITY ISSUE

4. The proposed development is located at the most isolated position from the nearest utilities (17).
5. The Fadden school is not large enough for the extra development (191).

COMMISSION RESPONSE AND  
DECISION

The highest point of the proposed development is within reasonable distance from the Fadden shops/primary school and the strong pedestrian connections will considerably assist access.

Projections of Fadden primary school enrolments indicate the possible need for one additional temporary classroom module on the site. This would not be unduly disruptive to the school and is standard practice in most primary schools to accommodate the short period of peak enrolments.

C. SITE PROBLEMS

1. A large proportion of the subdivision site is very steep. This will create problems of erosion and runoff. Large amounts of soil and other debris will be deposited on roads (A).

The Commission acknowledges that some parts of the site will require careful attention to planning design and construction techniques. Of primary concern in the development of such techniques is the minimisation of erosion and runoff. This is reflected in the design through

- the position of roads to minimise soil disturbance
- the use of retention ponds during construction
- the retention of vegetation where possible.

It must be said however that the land is quite capable of development.

2. The water table is very close to the surface, and this will exacerbate the problems of erosion and runoff (A).

A geotechnical study has indicated that subsurface conditions can be catered for in the engineering design. A further more detailed study is to be carried out prior to actual site servicing to ensure the final engineering design is satisfactory.

COMMUNITY ISSUE

COMMISSION RESPONSE AND  
DECISION

3. An NCDC technical paper suggests that a slope of 20 degrees is excessive for residential development; yet significant areas of the site have a slope greater than 20 degrees. Nonetheless the Commission appears to believe that problems experienced elsewhere will not eventuate on this site(A).
  
4. Residents of blocks on steep slopes in Fadden have had difficulties with underground streams. Section 349 has the potential of providing future buyers with similar costly and annoying problems of drainage (6). Any alteration to the underground water flow by new development could be to the detriment of established homes. Manmade "slip areas" could also be created (183).
  
5. One respondent requests advice on the current policy re development on hills. He understands that there is a limit placed on the level of development on hills (192).

Although because of topographic irregularities there are localised areas in excess of 20° slope, these amount to about 0.3% of the area. In general the development site does not exceed the 20° slope criteria.

The Commission will be seeking to satisfy itself that the potential for problems referred to is minimised. As noted elsewhere, further engineering studies will be carried out to ensure that development work minimises problems of underground water seepage. Potential purchasers will be advised of existing site conditions prior to purchase.

The Commission's policy is to retain major open space buffer zones and hill reserves between the town urban areas. The edge of development is determined by local planning conditions including such factors as limitations on economic water supply and sewerage facilities and other related constraints. The development proposal reflects this policy.

COMMUNITY ISSUE

COMMISSION RESPONSE AND  
DECISION

6. The higher parts of Fadden already have very low water pressure. As many parts of the proposed subdivision are even higher, water pressure will be even worse. This would cause problems of garden maintenance and increase the danger of fire damage in a susceptible area (26).

A new water reservoir is intended to be constructed to service the development.

D. AESTHETIC AND ENVIRONMENTAL  
OBJECTIONS

1. The area is a beautiful piece of natural landscape which enhances the environment around Fadden. It is pockets of natural landscape like this that make Canberra the place it is (A).

The extent of the development is small in comparison to the hill reserves and open space which surround the development to the north, east and west. The extent of the proposed developed area is some 28 ha of approximately 500 ha, ie about 6%.

2. The subdivision will be visually intrusive and will dominate the appearance of the suburb (A). The symmetry in the level of house roofs will be broken up by pocket development higher up (B).

The planning and design of the site including the placing of special development conditions, is intended to result in minimal visual intrusion. As much of the development will occur along narrow valleys, and the higher slopes will not be developed, it is intended that the development be sensitive to the existing landform. The plan has been amended in the light of community comment to minimise visual intrusion, and proposed additional landscaping will further reduce the impact.

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COMMISSION RESPONSE AND  
DECISION

3. If Section 349 is developed many people will lose a recreational area within walking distance of their homes. All year round, children and adults use this area and the surrounding hills for walking and exploring (A).

The Commission acknowledges this concern of residents. The area was identified for housing when Padden was being designed, and it is perhaps unfortunate that it was not developed at the same time as the rest of the suburb. However, in order to facilitate continuing enjoyment of the natural beauties of the nature reserve, the development plan provides excellent pedestrian links through the housing area to the large open space and reserve areas beyond.

4. The water retention pond on Bugden Avenue is used extensively by the local children and will become polluted due to servicing and subsequent occupation (A).

The possible effects of construction will be temporary and will be rectified at the end of the construction period. In the longer term, the pond is expected to become a pleasing water feature, able to be enjoyed by all residents.

5. Construction works required for development will destroy wildlife that lives around the pond which is used by kangaroos for water, and is a home for wild ducks and tortoises. This area should not be disturbed (A, B). The wildlife will vacate the area. The small pond at the top of the development is a poor substitute for the existing pond (5). The continued existence of the kangaroos and birdlife will be jeopardised by the proximity of the development to the new pond (11).

It is expected that any adverse effects on wildlife will occur only in the short term. The additional pond proposed, once established, should function in a similar fashion to the existing feature, allowing kangaroos and other native animals to come down to drink undisturbed by any traffic or other hazards.

COMMUNITY ISSUE

COMMISSION RESPONSE AND  
DECISION

6. The level of traffic noise on Bugden Avenue is already very high and will increase significantly on steep grades. Existing houses are not protected from noise by extra set-backs (11).
- The level of traffic noise generated satisfies planning criteria for suburban roads. The additional traffic should not cause these criteria to be exceeded.
7. New development will subject residents to noise, disturbance and dust problems (15).
- The construction period should last for perhaps 12-15 months and most effects will be contained on site although there will be some unavoidable impact on residences in the immediate vicinity.
8. There is no way that the area can be developed without destroying its aesthetic qualities along with a good portion of the habitat of the existing wildlife. Accordingly, the statement referring to taking cognisance of the "environmental sensitivity" of the site is nonsense (185).
- The Commission believes that the development proposal displays significant environmental sensitivity for a residential development. Whilst we do not pretend to assert that all ecological values can be protected every effort will be made to protect the environment.
9. Can residents be assured that another ugly water tank would not be necessary if the proposed development were to proceed (193).
- An additional water reservoir will be necessary to serve the development. It will be a small reservoir and its location and size together with appropriate landscaping means it will be unobtrusive.

COMMUNITY ISSUE

COMMISSION RESPONSE AND  
DECISION

E. COMMISSION NOTIFICATION OF  
DEVELOPMENT PROPOSALS

1. Adequate notification of the proposed development has not been provided to residents who will be directly and substantially affected by the development of Section 349. The letter drop by the NCDC to "all residents who will be affected" covered only sections of Bugden Avenue and Appel Crescent and ignored all the streets leading off Bugden Avenue, particularly Chataway Crescent, many of whose residents are within 100m of the proposed development (A). All residents who use Bugden Avenue, or walk through the bushland, will be equally affected, and should have been notified.
2. Signs erected on the north side of Bugden Avenue have clearly indicated that the vast majority of Section 349 had been set aside for open space, recreation and nature reserves. The only sign indicating residential development is on the corner of Appel Crescent and Bugden Avenue. This sign gives hardly any indication of the will almost completely cover Fadden Hill (3). The original

The area was proposed for housing in the original design of Fadden as was ... indicated in the sale documents for all residential leases in the vicinity. The area now proposed for residential development is materially smaller in fact than originally designed, in order to minimise the impact of development. There will be 200 blocks instead of 300, and the area has been reduced from approximately 44 ha to less than 28 ha.

Letters were delivered to over 140 residences in the vicinity advising of the proposals and providing a contact telephone number. Subsequently, the period for public comment was doubled to allow wide community comment. More information kits were made available, and the project planner was also available for interview. The draft proposal was also advertised in The Canberra Times.

Signs placed on development sites by the Commission are intended as an indication of future development. Details of the proposed area were contained in the sale documents before leases were sold and intending residents could have sought whatever information required from the Commission. As well, the handout plans for Fadden made available on request to anyone including those interested in buying land in the suburb, indicated the extent of

COMMUNITY ISSUE

sign here mentioned only medium density development, which most residents assumed was restricted to the area between Appel Crescent and the pond (26). This is followed by a sign indicating "Open Recreation" (sic) only 20 metres further on. These two signs together gave the impression that most of the area was to remain as it is with a housing development adjacent to Appel Crescent (4). A sign indicating "Mt Wanniasa - Canberra Nature Park" on the eastern side of Section 349 has since been removed (A). Whether intentional or not, the signs are misleading (5).

3. Until 11 July 1985, presumably the only public document showing the proposed subdivision was the Commission's suburban block and section map. As many home buyers bought from builders, they would not have consulted this map (26). Notice of development prior to the first land auction, before intending residents could assess the present state of the road system, could in no way be accepted as satisfactory (34).

COMMISSION RESPONSE AND DECISION

proposed development. The "Mt Wanniasa - Canberra Nature Park" sign was erected by the Department of Territories approximately two years ago, and was removed about one year ago.

We understand that the "nature park" sign was placed just to the east of the area reserved for the Section 349 development, on the entrance to a corridor giving access to the nature park. The Commission acknowledges that the juxtaposition of these signs was unfortunate.

Distribution before the first land auction of the Commission's handout plan for Fadden is considered to be a valid means of indicating the Commission's land use intentions, and it is generally accepted as such by intending land buyers. It is unfortunate that buyers are not always made aware of nearby development intentions by vendors. However, this information was and is always freely available from the Commission.



#### COMMUNITY ISSUE

4. Handout information made available to residents from 31 August 1985 onwards could be misleading. At first sight it could be presumed that the only housing that was proposed was that indicated by the drawing of a dwelling. This is not so. Also, a plan attached to the information sheet has comparative areas which are not compared on the same basis. One is a proposed development area, which includes an area to be determined, and the other is proposed residential development (183).

#### F. GOVERNMENT HOUSING

1. There should be no government housing on the new development. Blocks could fetch a premium price and this source of revenue should not be foregone (7).
2. Respondent was verbally advised by the Commission that no government houses would be built in Fadden, and would not now appreciate his investment discounted by nearby government housing (7).

#### COMMISSION RESPONSE AND DECISION

The "Indicative built form" plan indicated areas where differing development conditions would operate.

The "information sheet" plan indicated earlier intentions compared with the current development plan.

In order to promote a knowledge and understanding of the proposals both the Tuggeranong office staff and the project planner were available to answer questions regarding the plans.

The area "to be determined" is not proposed for housing but will be for community uses.

The Commission's long established policy is to provide for a proportion of public housing in all new developments, subject to certain planning criteria. No decision has yet been made as to whether public housing will be provided in the new development. No undertaking has been given by the Commission to withhold government housing from Fadden and we have no record of any informal advice.

COMMUNITY ISSUE

COMMISSION RESPONSE AND  
DECISION

G. DESIGN CONSIDERATIONS

1. The proposed placing of an informal play area on the corner of Bugden Avenue and Appel Crescent is inappropriate. Children are attracted to water and to locate an access road between the play area and the pond is creating an unnecessary danger (8).

Traffic levels on the access road in question are considered unlikely to cause unacceptable traffic safety problems. However the Commission has reviewed the proposal in the light of the concern expressed, and has relocated the children's play facility to an area adjacent to the pond.

2. Traffic problems can be alleviated to some extent by providing a road from the north-west tip of the proposed development to Erindale Drive, along the route of existing electricity poles, and another from the north-east corner of the proposed development to Long Gully Road. Extra costs of road construction would be recouped in the prices paid for the land. Access for emergency services would also be improved (11).

These advantages are acknowledged; the Commission has examined possible alternative road access and the combination of traffic flow effects, economic feasibility, and environmental impact rule out a direct link to Erindale Drive.

3. Additional exit roads would not alleviate the traffic problem as residents of Fadden and Macarthur would use them as shortcuts to Woden and North Canberra (23).

The Commission agrees with the comment.

COMMUNITY ISSUE

4. The area around the pond, identified as recreation space in the NCDC suburban plan made available in 1981/82, has been reduced from that originally depicted, particularly at the western end. The original shape of the recreation area did not allow for a road entry at the western end of the development. Respondent therefore believed that any road would have had to access the development from Appel Crescent. However, the area excised from the recreation area is to be used for a road that has been "shoe-horned" to fit. There should be no western exit to Bugden Avenue, other than that already available through the lower, eastern portion of Appel Crescent (25).

5. The houses closest to Bugden Avenue will have their back yards facing Bugden Avenue, presenting unsatisfactory views to existing residents (26).

COMMISSION RESPONSE AND DECISION

Road access onto Appel Crescent would create an inferior design in terms of traffic access and impacts. The location of the new intersection is tightly constrained by the pond and the proximity of Appel Crescent. However, it has been carefully designed to minimise the effect of headlights on the existing house opposite.

The open space/recreation area near the pond has been increased in size, from 1.1 to 2.5Ha, whilst the extent of housing has been decreased from 44 to 27.5Ha, compared to the areas marked on the Fadden handout plan.

In response to community comment, the development plan has been modified to incorporate low density cluster housing in these areas, for which special development conditions will apply to maximise the aesthetics of the development when viewed from existing housing near Bugden Avenue.

COMMUNITY ISSUE

6. Respondent's home was sited open to Section 349, and the solar design, with large areas of glass on the northern side, will mean that houses in the new development will look directly into living and sleeping areas. (When this house was built, there was a sign opposite indicating "Mt Wanniasa, Canberra Nature Park".) Respondent's home design will be turned from an asset into a liability if development goes ahead (26).

7. If the development is to proceed, the new wildlife watering pond should be constructed as soon as possible so that the animals become familiar with it before they are driven away by development (oral suggestion).

8. A further consideration is the rocky nature of the terrain which would necessitate blasting in site preparation. There is a distinct possibility that damage would result to the already established residences in very close proximity to the proposed development (142).

COMMISSION RESPONSE AND DECISION

Please see the comments on Page 13.

The extent of the current proposal is less than that shown on the Fadden handout plan.

Landscaping works adjacent to Bugden avenue will lessen the visual intrusion.

It is intended that the additional pond will be constructed prior to the main project.

Any blasting necessary would be carried out under procedures which have been developed over a period of time for blasting in the vicinity of existing residential development elsewhere in Canberra.

COMMUNITY ISSUE

9. The draft development plan indicates the intention to carry development of blocks up to the ridge, particularly in the north-west area of the site. A more acceptable design would be to restrict the development to well below the existing ridge line, with a backdrop of natural bush and unspoilt hillocks (151).

H. OTHER

1. It is particularly frustrating to realise that a drop in house value (due to overlooking) will most likely be accompanied by a large increase in rates, due to the prestigious nature of the new development (26).

COMMISSION RESPONSE AND DECISION

There will not be any "skyline" effects when viewed from the existing housing in Fadden, and the development will not be visible from the other side of the ridge.

Overlooking is not likely to be a problem because of the considerable distance between the existing houses and the proposed development and because there will be a landscaped buffer zone. There is no reason to believe that there will be any adverse effect on property values.

I. RECOMMENDATIONS BY RESPONDENTS

1. In the light of the issues raised and the serious nature of the problems that the proposed development would bring to residents, it is requested that the proposed development of Section 349 Fadden be abandoned (A). There are plenty of flat areas that could be developed (185).

Development of the site will cater for a particular sector of the housing market. Further, the development of sites for 200 dwellings is significant in terms of the Commission's current land development programme. There are not plenty of flat areas that could be developed instead. The opposite is true.
2. It is hoped that some of the issues raised may give cause to review the size of the new Fadden residential development (3).

The current development proposal is significantly smaller than earlier plans indicated, mainly as a result of consideration of issues such as those raised in community comments.
3. A respondent who did not object to the development per se considered that 200 blocks are excessive and will place greater pressure on traffic (7).

The question of traffic impact has been very carefully considered as indicated elsewhere.
4. As an alternative to housing development, facilities for recreation should be provided on the margins of Section 349 (186).

Fadden is already well catered for in terms of recreation, eg the Pines area, the hill reserves.

FADDEN SECTION 349 DEVELOPMENT PROPOSALS  
COMMENTS ON NCDC RESPONSES TO ISSUES RAISED BY THE COMMUNITY

A. Traffic and Safety Issues.

1. Narrowness and carrying capacity of Bugden Ave.

Perhaps the traffic accident records are currently favourable because conditions are so bad that most drivers proceed with extreme caution, particularly between Dash Crescent and Sternberg Crescent. It only needs one reckless driver to cause a fatality - with a combination of narrow road, curves, cars parked on road, no footpath on north side and many children walking long distances to buses.

2. The NCDC agrees that traffic volumes will exceed the Commission's guidelines. The intersection is already inadequate for the volumes of traffic in the morning peak period.
3. The Commission agrees that sight distances to the west are limited at the intersection of Sternberg Crescent and Bugden Ave (a major factor in the problem detailed at 2 above). There is no parking at this intersection outside of private property. There are also no plantings near the intersection. It is difficult to know how the duplication of Erindale Drive (surely intended to speed up traffic flow) will result in a reduction of speed into Sternberg Crescent. It will be a most interesting engineering exercise.

I am totally unconvinced that the department can improve this intersection. Proof that that is possible should be provided before approval is given for the development proposals.

4. I am not satisfied with this response. The objection might be met if the Isabella Drive extension was completed, and its effects on this intersection observed, before a decision is made.
5. I am impressed with the confidence the NCDC places in Canberra drivers.
6. This response is totally fatuous. Doubling the traffic flow is stated not to add significantly to the traffic hazards on a narrow, windy, road going up and down hill.
7. This response is also fatuous. Is there to be minimal traffic from the new subdivision even though it will have no reasonable access to a bus route?
8. Again, this response shows a gross disregard to the real issues. Is it really being proposed that houses built on such severe slopes that residents frequently chooses not to attempt to park in their blocks should have "no parking" signs outside of them, or both sides of the road? If so, where will their visitors park?
9. The Commission Offers to improve conditions for pedestrians. How? In 10 it admits no new footpath can be constructed. Is this a serious promise or an empty, misleading, statement?

10. The NCDC agrees that no footpath is possible on the north side of Bugden Ave, meaning that there must be a much greater than usual flow of pedestrians across Bugden Ave, in both directions, at peak hours.
11. Again the Commission seems to assert that all problems are either temporary, of little substance, or easily resolvable. Comments like "if a problem emerges", "temporary control measures can be considered", are typical. Land servicing may only take 12-15 months but housing consultation will probably extend over five more years, if the experience to date in Fadden is repeated.
12. NCDC may be unable to say whether ACTION will service the development. Until now ACTION has refused all requests for improvement on extension of the bus service along Bugden Avenue because of safety considerations with the current level of traffic flow. Safety considerations would be worse with the development. The development will extend a kilometre or more from the nearest bus stop, using the nearest route. That is not reasonable access, particularly not for school children as, for some, over half of that distance will be along Bugden Ave, with a heavy traffic flow at peak hours.
13. The Commission acknowledges that there are already real problems, and hazards, for pedestrians but plans to put those pedestrians at much greater risk.
14. The proposed site of the access road may be the safest available but there will not be a low volume of vehicle flow nor of pedestrian traffic.

#### B. Services

1. ACTION buses will not travel east, in Bugden Ave, beyond Partridge Street because of the narrowness of the pavement. It will be poor consolation to children on the estate to know that there is a special clause on the buses. Obviously, only two car families could afford to build here.
2. Shopping facilities do now seem adequate.
3. I understand that a new TV relay will be installed to improve reception in Tuggeranong.
4. The highest point is an exceedingly long distance from Fadden Primary School, well over 1km, and children will all have to cross Bugden Ave, with no under pass, and go up a long steep incline.
5. The use of portable classrooms, as a deliberate policy, is not acceptable.

#### C. Site Problems

1. The NCDC is confident that land development is possible. Experience in other areas of Fadden - eg Appell Crescent and Fihelly Street - indicate that serious unexpected problems are encountered in this type of development. The results of actual feasibility studies should be available before approval is given.



2. The further study should be undertaken before approval is given. For months after a period of heavy rain a large proportion of all aspects of the hill to the north east of the lake is awash with surface water.
3. In view of the quality and reliability of the other responses of the Commission an independent survey should be undertaken to determine what proportion of the development would be effected by adverse slope.
4. The advice that the Commission "will be seeking to satisfy itself that the potential for problems .. is minimized" is an empty assurance. Again, an external feasibility study should be undertaken. Buyers should not have to enter a lottery and hope that their block will be alright.
5. No comment.
6. One can only hope that the new reservoir is not as conspicuous, dominating and unsightly as the one built recently adjacent to Karralika.

#### D. Aesthetic and Environmental Objections

1. This is an utterly fatuous response. The development will dominate the valley. The 500 ha is over the hill from Fadden. This response is par for the course in being true but totally misleading.
2. Special conditions have been impossible to police and implement elsewhere. Why will it be different here? Even standard conditions have been breached on the north side of Bugden Avenue regarding driveways. Hence the impossibility of providing a footpath.  
Where are the narrow valleys in this development. Most of the area to be developed is very prominent and elevated. The amendments to the place have been minimal. The road layout is unaltered.
3. The Commission must be kidding if it expects people who now walk from the area south of Bugden Ave to walk to the other side of the development to reach the open space on the other side of the mountain. (Mt. Wanniasa).
4. I cannot conceive how the runoff into the dam can be controlled so that the current ecology of the dam will be maintained, or so that it will remain unpolluted and fit for paddling, and even for sailing wind surfers. The feature is already enjoyed by all residents. Some more directly than others.
5. The wildlife, at the other pond etc, will be close to a much smaller group of people than is now the case. Currently kangaroos are often within 50 metres of a large length of Bugden Avenue and are observed, with pleasure, by many people.
6. Without the views of an outside consultant being obtained the NCDC can make such a claim, unchallenged. It may be interesting to request the evidence they have for their claim.

7. The construction period, including house building, will extend over at best 6 years, taking current experience in Fadden into account. There are still areas of Bugden Avenue where there is no footpath on either side of the road because houses are still being built.

8. No further comment.

9. It would be desirable to view details plans for the new water tank so that an independant judgement can be made. Certainly the other water tank at Fadden is an outrageous monstrosity.

#### E. Commission Notification of Development Proposals

1. The suggestion that the development has been reduced from 300 to 200 is new. In the Canberra Times, the NCDC stated it had been reduced from 400 to 200. Surely, at least one can expect consistency. Which is the true figure and how has it been reached? Where are the original plans, or is this just a guess?

2. I disagree with both the dates concerning, the nature park sign - it was there when we looked for houses in June 1983 and was not taken down until mid 1985. Also, I would debate the location. It was almost opposite the Veterinary surgeon's residence. The signs were misleading. The NCDC cannot absolve itself of responsibility in that matter. It was not unfortunate, it was misleading. There never was any sign, east of the Recreation Reserve sign, indicating that the area was for future housing development.

3. No comment.

4. No comment.

#### F. Government Housing

It would be inappropriate to build low cost housing where there is no ready access to a bus service. One could hardly expect allocation of government housing to be based on the condition that it was available only to two car families (or one car for a one-parent family).

#### G. Design Considerations

1. The problem is still not addressed. Only the play ground equipment has been moved. The informal play area remains as it was.

2. No comment.

3. No comment.

4. I am pleased to note that, in spite of all the difficulties, the road has been carefully designed. Hopefully the residents of all the houses affected will agree.

5. No comment.

6. Obviously the objection has been ignored.

7. No comment.
8. No comment except that I hope my insurance, or that of NCDC, covers my damages.
9. No comment.
- H. Other

1. No comment.

#### Recommendations by Respondents

1. I disagree with the response.
2. I don't believe that any notice has been taken of the major objections. The responses are a whitewash.
3. No more comment.
4. The accessible hill reserves are virtually going to disappear.

NOTE: There is no comment about the extensive fill areas in the area proposed for development. These will add to all the other problems encountered.

#### Special comment concerning NCDC claim to have reduced the plan from 400 to 200 units (as claimed on 3.3.'86)

On 3.3.'86 the NCDC representatives claimed that the original plan for this subdivision was for 400 houses, and that it has reduced this to 200, even though Bugden Ave was built to cater for the larger number.

I doubt the truth of this statement. Certainly the revision of plans during 1985 did not include any reduction (at all) in the number of dwellings.

If the statement is true then it represented a total disregard for the safety of persons using Bugden Avenue, and was extremely poor planning.

It can be presumed that 400 dwellings would have resulted in an additional 4000 traffic movements a day in Bugden Avenue. With 200 units, and an additional 2000 movements, the NCDC agrees that its guidelines will be exceeded by almost 30%. With 4000 movements the guidelines would be exceeded by about 80%, taking no account of the hilly terrain and the curved course of Bugden Ave, and the hazardous juxtaposition of intersections of Sternberg Crescent with Bugden Ave and Erindale Drive.

Is the NCDC lying or simply incompetent as a planning authority?

Steve & Joanne Robinson  
81 Chataway Cms  
Faddon. 2004

Dear Sir/ madams,

We are writing to you in protest of the new development in Faddon, Section 349.

We believe that this development is to the detriment of every Faddon resident for a number of reasons;

1. Bugden Ave. is not designed to carry the number of cars which use it at the moment without the added 2000 cars per day predicted by the N.C.D.C. They insist that the road is designed for this added traffic but obviously have not risked their lives driving on Bugden Ave during peak hour. We have written to the N.C.D.C about this danger and we received a standard printed letter which stated that the dangers were considered by the N.C.D.C. to be acceptable. This is not acceptable to us.
2. When Eriandale Drive is duplicated the corner of Bugden & Sternberg Ave will be even more dangerous & have less visibility than today. At the moment cars coming off the roundabout (Eriandale & Sternberg)

2. (Contd)

are going so fast that you play Russian Roulette turning right out of Budden Ave. We have had to wait in excess of 5 minutes and even then had to risk our lives getting across.

3. As recreational space is limited in Gaddon, the children use this area for playing and adults use it ~~for~~ for walking because of the native animals. The wildlife will be driven away when construction begins in this area and we will not have a beautiful recreation area. This is a great pity as Canberra's plan is built around trees, wildlife and <sup>open</sup> area. ~~which~~ which make it unique.

would you please consider these points when deciding on the future of the development.

Thanking you

S + J Robinson.

1 McPhail Place,  
FADDEN. A.V.Y.

22nd March, 1986.

Mr. B. Norday,  
Secretary,  
Standing Committee on the A.C.T.,  
Parliament House,  
CANBERRA. A.C.T.



Dear Sir,

RE. PROPOSED DEVELOPMENT -  
SECTION 349, FADDEN.

I understand that the proposed development of this area is soon to be discussed by the Parliamentary Standing Committee on the A.C.T.

As an early resident, a rate payer of the A.C.T. and an Australian taxpayer I strongly support the development of the area as proposed.

My position is based on the following:

The area has always been identified as for residential development. My wife and I were among the first residents in the adjacent area and have always been aware that Section 349 was to be developed as a residential area.

The broader community, including the taxpayers of Australia, cannot continue to bear the costs of extending trunk services such as roads (alone in the order of \$400,000-\$600,000 per kilometre), water, sewerage, drainage and electricity to provide alternatives to such developments.

The taxpayer cannot afford to forego the capital investment already made in providing such services to Section 349 (Trunk Services in Fadden were designed with sufficient capacity to meet the demands of Section 349).

The taxpayer cannot afford to forego the Capital return that the sale of the land represents.

As a ratepayer I cannot afford the eroding of the rating base that the land represents.

The development will ensure the viability of the local shop and so enable them to provide a better service to the whole community, not to mention school and other community facilities.

The further the city expands, the greater the costs of administration (extra running of buses, increased subsidies, increased cost of garbage collection, district nursing services and a whole host of "community services"). With the imminent introduction of local government it is about time the

The "problem" of traffic in Bugden Avenue is a red herring. If it is dangerous it is the residents who make it so. If people obeyed the 60 Kmh. speed limit there would be no danger.

The "wild life" argument is also spurious. The area involved is 28 hectares. The reserve to the north, 470 hectares. Further, if this argument was to be seriously considered, no development would have taken place in Tuggeranong at all. I have observed "wild life" in the Valley over a period of 35 years!

My wife and I are not recent arrivals in Canberra with an axe to grind. My wife was born here and I have lived in Canberra since 1947. I have been involved in the building development, housing industry all my working life. I have spent years working in the public housing area, and more recently in the Lease Mangement Area of the Department of Territories. I am continually amazed that such small pressure groups as the Fadden Residents Action Group can have such a bearing on the lives of others, by removing a choice of where they may care to live, as well as on the administration of the City. Invariably the costs of meeting the demands of such groups is met by others. This has got to stop.

Yours faithfully,



T. C. LOVE.

C O P Y

79 Chataway Crescent  
FADDEN ACT 2904  
PH: 917430 (h).  
492380 (w)  
24 March 1986

The Secretary  
Joint Committee on the ACT

Dear Sir/Madam,

We are writing to you in relation to the Fadden development section 349. In recent months there has been much opposition to the proposed development. We however support the development and would like to put forward our comments.

One of the roles of the NCDC is to provide and plan future land for housing in the ACT. We believe Fadden is a unique suburb and that section 349 is a prime location. We as many other people have made plans on the basis that this development will go ahead and consequently support it.

We believe the proposed development has sufficient open space and endeavours have been made to preserve many of the trees now existing. It is important that the aesthetics of the natural environment remain an issue in the debate. Building covenants to ensure housing blends in with the natural surroundings should be enforced. Underground power should also be provided to all sites, this again would help minimise any obtrusive structures. The development of the dam and surroundings as a recreation area would also enhance the sub division.

The issue of bush fire hazard has also been raised, again we believe that with adequate fire trails being provided along with the careful maintenance of long grass the event of bush fire damage would be minimized. This issue need not be different to any other housing in the ACT backing on to reserve land.

The traffic problems along Bugden Avenue seem to be the major issue at this stage. The problem with traffic congestion along Bugden Avenue has eased since many house owners have completed their driveways and no longer park their cars on the road. This problem can be further alleviated with parking restrictions being enforced during peak hour periods. The intersection with Bugden Avenue and Sternberg Crescent in our opinion is adequate. During peak hour traffic in the morning the longest we have had to wait is approximately two minutes. This is quite acceptable and in many cases is shorter than the wait at a



set of traffic lights. With the scope for improvements at this intersection, the control of a large truck that parks near by and the completion of the eastern parkway we feel that it will improve the situation.

In conclusion we support the proposed development of section 349 and hope that some of the issues mentioned would provide a more balanced opinion and would speak for the people who support the development.

Yours sincerely,

ARTHUR LAGOS

YOLE LAGOS

8 Chatway Cras  
FADDEN ACT 2304

27th February, 1986

Mrs R. Kelly  
Member for Canberra-  
Bonner House  
PHILLIP ACT 2696

Dear Mrs Kelly,

In August last year I, along with many concerned Fadden residents, wrote to the NCCG, expressing serious reservations about the NCCG proposal to develop Section 248 Fadden. The response from the NCCG, dated 20 Dec 85, did not satisfactorily answer the residents' criticisms of the proposal. It is apparent that the NCCG intends going ahead with more or less its original proposal, having inserted a few cosmetic changes in an attempt to appease the local residents.

My original concern, which is similar to that voiced by most complaints, relates basically to two issues:

- a. increased traffic flow on roads not designed for it, and
- b. destruction of the environment.

Bugden Ave is a major traffic artery for Fadden which joins another major artery - Sternberg Cras - at a poorly sited intersection, very close to a roundabout from which traffic exits Erindale Drive at high speed. Visibility to Erindale Drive is limited and, even with present traffic flows, it is a risky, slow procedure entering Sternberg Cras from Bugden Ave, especially at busy periods.

The eastern lag of Bugden Ave (between Courtice Close and Walsby Pl) is too narrow for the existing traffic. There is not room for two cars to pass in safety if any vehicle is parked on even one side of the road; the local residents recognise this by parking their cars on the footpath to avoid damage. Yet Bugden Ave was 'designed' by the NCCG as the feeder road to much of northern Fadden.

Bugden Ave is inadequate to accommodate the current density of traffic. It would be more so if another 200 dwellings were sited in Section 248. One could reasonably expect at least another 200 cars to be using Bugden Ave each morning, most during the peak period. I believe that, at the very least, another roundabout would be required, at the Bugden/Sternberg intersection, to alleviate the traffic bottleneck and reduce the risk of serious accidents.

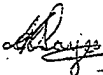
The lower environs of Mt Manniasa, on which it is proposed to site some 200 dwellings, are visually most appealing: beautiful sun trees, widely scattered on rolling hills, with a recreation dam at the base (popular with both children and wildlife such as ducks and kangaroos). This helps to compensate for some of the disadvantages of living in Fadden: eg, narrow roads, indifferent television reception, poor access to bus services. 254.

Furthermore, I doubt the soundness of attempting to site dwellings on much of the area proposed because of its steepness. I see examples of the existing problems resulting from building on very steep land when, each morning, as I wait for my bus in Bugden Ave, I watch the occupants of the houses on the northern side of Bugden Ave (between the two arms of Appel Cres) sliding in their cars down the very steep driveways out onto Bugden Ave - a perilous activity, made more so by the blind corners on Bugden Ave.

I suggest that, if the NCDC still considers that it is essential to undertake some development of the area, this be restricted to the lower slopes only. This should be a very modest sub-division (no more than 50 or so closely supervised dwellings) which does not unduly exacerbate the traffic problems which already exist on Bugden Ave and does not impair the visual impact of this beautiful area - I cite the ugliness of the Fihally St hill as an example of what tends to happen on steep hills, and the current work at Isaacs to show how the environment is devastated by site preparation works.

I believe the Fadden residents action group has invited you to inspect this area next week. I hope you will be able to convince the NCDC of the folly of developing Section 343 on the scale which they currently propose, for the reasons I have outlined above.

Yours sincerely,



A.M. SAYER

15 Chataway Crescent,  
Fadden. 2904.  
A.C.T.  
24th March, 1985.

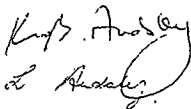
Mrs R. Kelly,  
Chairperson,  
Joint Parliamentary on the A.C.T,  
Parliament House,  
Canberra, A.C.T

Dear Mrs Kelly,

It is my understanding that your committee meets on March 27th and one of the matters to be discussed is the N.C.D.Cs proposal to develop Section 349 in Fadden.

I would be grateful if you formally accepted the attached submission and brought it to the attention of your committee for discussion at an appropriate time during the meeting on March 27th.

yours sincerely,  
Kevin and Lynne Audsley

Handwritten signature of Kevin and Lynne Audsley, consisting of two overlapping cursive signatures.

This proposal by the N.C.D.C to develop Section 349 in Fadden will mean the destruction of a beautiful area of bushland, create traffic hazards during construction and leave a continuing legacy of traffic movements increased by some fifty per cent. The responses to residents objections by the N.C.D.C are at best patronising and at worst is misleading.

Much is made of "environmental sensitivity" in the planning of this Section, but the claims do not bear careful scrutiny. To quote from the draft development plan, "the retention and supplementing of existing healthy trees". This sounds fine except for two significant facts: 1) There are no tree preservation ordinances in the A.C.T and there is nothing to prevent anyone destroying existing trees and certainly no onus on any one to plant more. In our experience of building, there seem to a preference for a "scorched earth" policy as a matter of course. There is nothing to prevent that happening in Section 349.

2) I have been informed that the type of trees growing in that valley will be unlikely to survive the pressures of urban development, with its attendant changes in the area's eco system, and they will die. It seems that no matter what the draft development plan states, there are no guarantees to the continuing health of existing flora.

The N.C.D.C asserts that the area was always identified for residential development. If this is so how does one reconcile the signposting of the area. As you pass the Appel Crescent intersection you see a sign that denotes the area as set aside for residential development, then a sign at the water control pond that denotes recreation space.

Until some twelve months ago, another sign further along the road named the area "Mt Wanniasa Nature Park". This sign has subsequently been taken away. With the area signposted like that, I feel the N.C.D.C has been at best incompetent and at worst misleading. No patronising comment that the placing of the signs was "unfortunate" can change that. Those signs were there for some years.

Also, the wildlife in the area will suffer. We enjoy the sight of kangaroos drinking from the pond, the sound of cattle lowing across the valley, or even a brown snake making his way across the road. This is good for our mental health. It is why we settled here. However, with increased urban development, this rural atmosphere will be lost, and the claim of having "enviromental sensitivity" and that "every effort will be made to protect the enviroment" is just so much claptrap. What they say they want to protect they are destroying forever. Of course these are the same sensitive souls who wanted build out the Lanyon Homestead and property. Section 349 is being offered in return for saving Lanyon. We think any person with any sensitivity would leave them both alone. Does anyone want the A.C.T to become one big suburb with no open bushland? This is the logical conclusion to these developmental plans of the N.C.D.C.

There is no proper response to the problem of increased traffic flow in Bugden avenue. Traffic movements will increase some fifty per cent if the development goes ahead, yet there is no coherent plan to cope with this. The Commission even acknowledges that segments of Bugden Avenue will have traffic movements above the optimal for safety. This is not good enough. If section 349 was so earmarked for development then why were Fadden's streets and intersections not designed to cope with the eventual population?

Also of great concern, and further evidence of the Commission's poor planning, is the proposed siting of the access road of Section 349 on Bugden Avenue. This would have to be the most dangerous place for it to be, right on the apex of a sharp bend. That is, the very place where a vehicle rounding the curve would be very difficult to control in the event of having to brake heavily to avoid a vehicle coming out of that access road. Of course, having the sun in your eyes would not help either. The N.C.D.C's contention that "sight distances available at the proposed intersection will be adequate for the recommended speed limit" is simply not true. We urge the committee to inspect the site for themselves. Another aspect of this to be considered is that the people living opposite the proposed intersection will have car lights shining into their home during the night. This is a cruel thing to do to people who built before a road was even planned.

The N.C.D.C claims that only six per cent of the site will be developed. That may be true but that six per cent is nearly one hundred per cent of the area that residents are currently using for recreational purposes. The suggestion that the pine forest is a suitable recreational area shows the N.C.D.C's insensitivity. This area has been recently logged and other engineering work is taking place in it. At present it is not a true recreation area.

Having lived in the suburb when parts of it were still being built, we do not look forward to the disruption to our lives if development starts. Once again there will be trucks to negotiate, noise, workers cars blocking the street and dirt to look forward to. The Commission's response that "there will be some unavoidable impact on residences in the immediate vicinity" is completely unsatisfactory. It is

unacceptable to subject residents to the disturbance and noise of a major engineering project. Then after development comes the building. Thus residents face at least two or three years disturbance to their way of life. Work of this kind should be completed long before anyone was living in the suburb.

We believe that this proposal has been badly planned and disadvantages existing residents. We therefore urge the committee to not allow the residential development of Section 349 Fadden. Let it remain the nature park it was originally sign posted.

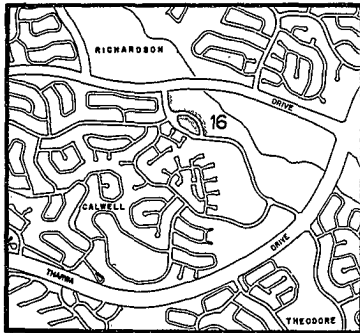
Kevin and Lynne Audsley



# Variation No 16

## VARIATION 16

CALWELL; Sections 786; 787: Additions and deletions to the Plan to provide a road off Were Street; Calwell to enable the area to be developed as a Group Centre containing a shopping complex and associated uses. The variation also includes minor adjustments to the present reservation of Were Street to complement the proposal.



CALWELL: SECTIONS 786, 787 - ROAD ADDITIONS AND DELETIONS

1. Purpose

This proposal in south east Tuggeranong provides for a road off Were Street, Calwell to enable the area to be developed as a Group Centre containing a shopping complex and associated uses.

Some minor adjustments to the present reservation of Were Street are also included to complement the proposal.

2. Background

Calwell Sections 786 and 787 are located in the district of Tuggeranong immediately east of the Calwell residential area currently being constructed and just south of Johnson Drive.

The site is in accordance with the Tuggeranong Draft Policy Plan which was prepared following a reappraisal of the location of retail sites in south east Tuggeranong in 1983.

At this time Were Street was realigned to minimise the impact of traffic on Calwell residents and the community use area was moved further to the south east.

3. Length

The length of the proposed road is approximately 270 metres.

4. Estimated Cost

The estimated cost for road construction, hydraulic servicing and landscape for this proposal is \$280 000.

5. Existing Development

The site is bounded on the north by the Johnson Drive road reservation, the north-east and south-east by a major and minor floodway respectively and generally on the west by the reservation of Were Street.

6. Proposed Development

The proposed variation will permit the development of a major shopping centre of approximately 5 000 square metres gross floor area to meet the needs of the future residents in the locality. The shopping centre is to be developed as a Private Enterprise Raw Land Package under a Deed of Agreement. The final details of layout and conditions have thus yet to be finalised.

Other uses generally associated with a centre of this size comprising a service station, fast food outlet, tavern other non-retail commercial uses of approximately 2 000m<sup>2</sup> and several sites for service trades uses will also be established to serve the population.

Approximately 350 carparking spaces will be provided to cater for the demands of the centre's users.

An area south of the access road and adjacent to Were Street is reserved for community uses normally associated with a centre of this size, including a Health Centre, Child Care facility and Community Hall, Carparking for these facilities will be provided on site as part of each development.

7. Particular Planning Considerations

The proposed road commences at the existing roundabout in Were Street, near Johnson Drive, and rejoins Were Street, just short of the pedestrian underpass and floodway between Sections 787 and 790.

The layout and location of the access road caters for the expected vehicle and pedestrian movements to and from the centre.

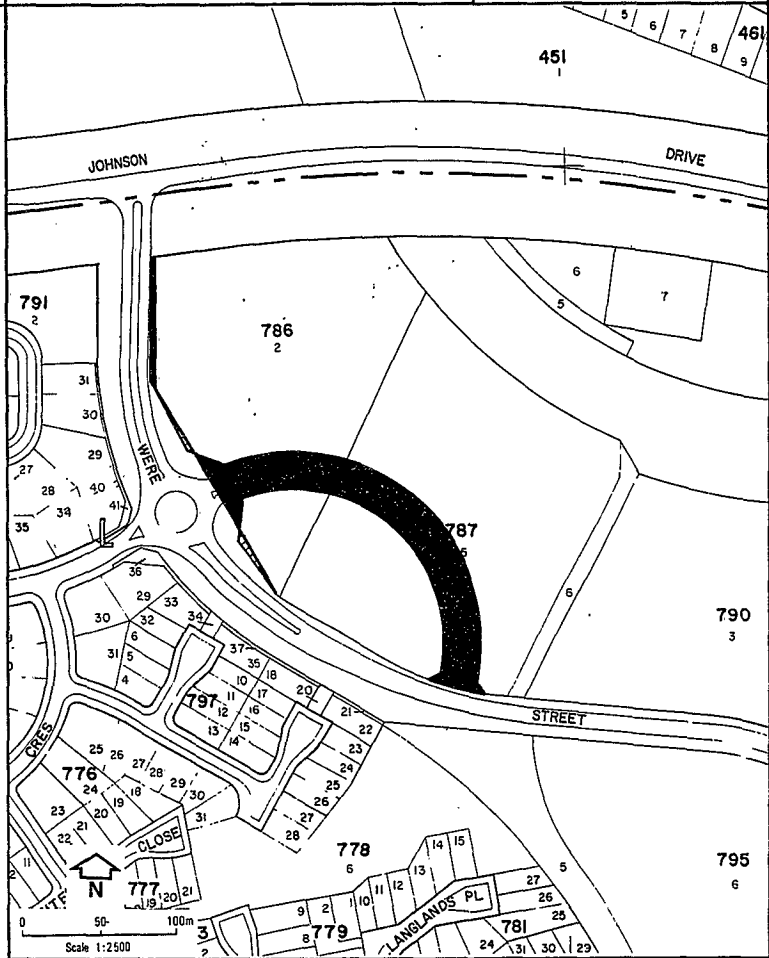
The minor additions and deletions to the Were Street reservation are required to provide a satisfactory verge treatment to the approach to the centre.



8. Environmental Considerations

The alignment of the proposed road and the reservation of the land adjacent to Were Street for community uses was so determined to retain a number of mature eucalypts on the site.

9. Public Consultation

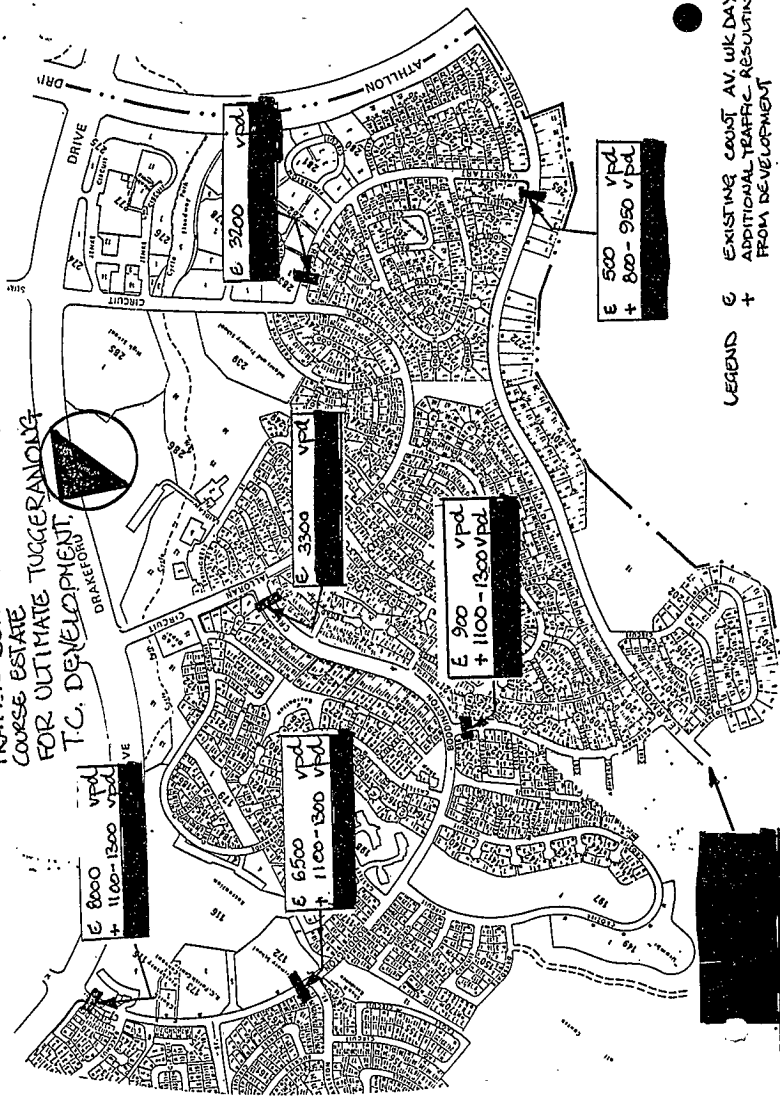
No public consultation has been carried out other than that required in the gazettal process. There are no residents in the vicinity of the proposal.



ROAD ADDITION   
ROAD DELETION 

**CALWELL:** Sections 786 & 787 - Road Additions & Deletions

TRAFFIC ESTIMATES FOR GOLF  
 COURSE ESTATE  
 FOR ULTIMATE TUGGERANONG  
 T.C. DEVELOPMENT.



LEGEND  
 + EXISTING COUNT AV. W/LK DAY  
 + ADDITIONAL TRAFFIC RESULTING  
 FROM DEVELOPMENT



National Capital Development Commission

220 Northbourne Ave., Canberra, A.C.T. G.P.O. Box 373 Canberra 2601, Australia  
Telephone: (062) 46 8211 Telegrams: Comdev Canberra Telex: 62673 Facsimile: 476980  
All correspondence to be addressed to The Secretary and Manager.

In reply please quote: 85/1396  
B.Nesbitt:pd

Dear Mr Nordin

During the Committee's hearing on the 87th Series of Variations, the Commission undertook to update the information concerning the release of "up market" land to include O'Malley.

The additional information is included in the attachment.

Yours sincerely

*Peter Leonard*

PETER LEONARD *B*  
ACTING SECRETARY AND MANAGER

4 April 1986

Mr Bjarne Nordin  
Secretary  
Joint Committee on the ACT  
Parliament House  
CANBERRA ACT 2600

LAND DEVELOPMENT PROGRAMME - VARIOUS SITES (AS AT 27.3.1986)

SITE	1986	1987	1988
FADDEN Section 349			200 * 6/88
KAMBAH Section 7 (Murrumbidgee Country Club)		200 * 9/87	200 * 9/88
LYNEHAM NORTH	532 *	11/86	
ISAACS	266 *	10/86	
Stage 1	259 *	8/86	
Stage 2a		419 *	
Stage 2b		5/87	
O'MALLEY SOUTHWEST		229 *	8/87

200 - No. of dwelling units  
\* - site servicing

NOTES:





# National Capital Development Commission

220 Northbourne Ave., Canberra, A.C.T.

G.P.O. Box 373 Canberra 2601, Australia

Telephone: (062) 46 8211 Telegrams: Comdev Canberra Telex: 62873 Facsimile: 476980

All correspondence to be addressed to The Secretary and Manager.

In reply please quote: 85/1396

B.Nesbitt:pd

Dear Mr Nordin

During the Committee's consideration of the 87th Series of Variations, the Commission undertook to provide additional information about traffic estimates expected to be generated as a result of the development of the eastern section of the golf course estate (Variation 14, Kambah Section 7).

The attached traffic estimates are based on the completion of Athllon Drive to Learmonth Drive (estimated completion mid-1987) and the full residential development of the eastern section of the estate (203-243 units).

The existing traffic flows (E) and future flows (F) at the respective intersections are as follows:

Boddington/Bateman	E 900 VPD
	F 2000-2200 VPD
Boddington/Carleton	E 6500 VPD
	F 7600-7800 VPD
Boddington/Drakeford	E 8000 VPD
	F 9100-9300 VPD
Boddington/O'Halloran	E 3300 VPD
	F No change
Learmonth/Vansittart	E 500 VPD
	F 1300-1450 VPD

...2/.

2.

Vansittart/O'Halloran    E    3200 VPD  
                                  F    No change

Yours sincerely

*Peter Leonard*

PETER LEONARD *PL*  
ACTING SECRETARY AND MANAGER

3 April 1986

Mr Bjarne Nordin  
Secretary  
Joint Committee on the ACT  
Parliament House  
CANBERRA ACT 2600



# National Capital Development Commission

220 Northbourne Ave., Canberra, A.C.T.

G.P.O. Box 373 Canberra 2601, Australia

Telephone: (062) 46 8211

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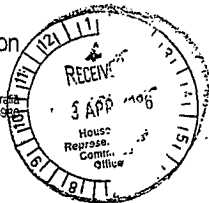
Telex: 62673

Facsimile: 47698

All correspondence to be addressed to The Secretary and Manager.

In reply please quote: 85/1396

B.Nesbitt:pd



Dear Mr Nordin

During the Committee's consideration of the 87th Series of Variations, the Commission undertook to provide a written response to the matters raised in the objection lodged by Ms Helen Brewer relating to Variations 7 and 8.

No comments are considered necessary with respect to the statements made in paragraphs 1-3.

Paragraph 4: Both Variations 7 and 8 will increase vehicle traffic across the pedestrian/cycle routes which Ms Brewer mentions. This is the inevitable fact with a more developed Town Centre. However, the "conflicts" are at an acceptable level and do not even remotely resemble the scales of activity in Civic and Woden. The designs will allow for safe pedestrian access.

There is a need for associated work with the Aikman Drive variation to achieve improved traffic management measures at the Cameron/Chandler Streets intersection. This may be either in the form of traffic signals or a different "give way" priority at the intersection.

Paragraph 5: It is suggested that if there is a general deficiency in the adequacy of safe bicycle storage and access at Cameron Offices, the Department of Local Government and Administrative Services should be asked to identify the deficiency and take appropriate action which may involve the Commission.

...2/.

Paragraph 6: Ms Brewer's observations are matters for the Department of Territories and the Police to attend to.

Paragraph 7:

- i) The intersection will need modification as recognised above
- ii) There are three basic reasons for the extension of Swanson Court and its relationship with the community centre:
  - a) the new section of road will provide a convenient and safe set down/pick up facility for this development which includes a children's occasional and day care centre and recreation facilities;
  - b) the new road section also provides convenient access to all the facilities of the centre, a number of which are served by separate entrances for their self-contained activities;
  - c) the new section provides access to short stay carparking which will serve not only the patrons of the community centre but also those of the library and commercial developments on Section 54.

The new road section generally improves circulation and access to the development of Section 54.

The intersection with Chandler Street is considered safe and no in conflict with the vehicle lay-by near the interchange.

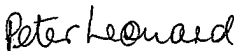
...3/.


There will be short stay (2-hour) parking measures implemented on Chandler Street for senior citizens, library users, etc.

Paragraph 8: It is acknowledged that by some oversight Section 48 was not identified on the map when it was referred to in the briefing notes. Its location is indicated on the map attached to this letter.

Paragraph 9: Emphasis is not entirely in favour of the car. There is a modern bus interchange at the heart of the Town Centre. The attached map also illustrates the penetration of cycle paths into the Town Centre. Footpaths will be developed and upgraded as other developments are completed.

Yours sincerely

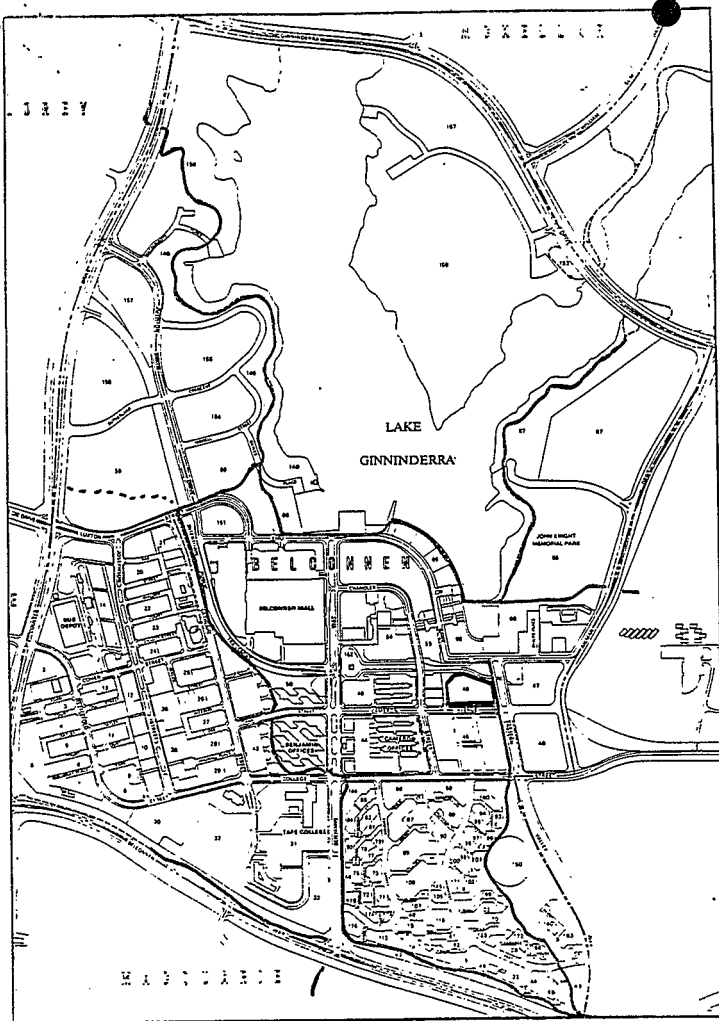


PETER LEONARD   
ACTING SECRETARY AND MANAGER

2 April 1986

Mr Bjarne Nordin  
Secretary  
Joint Committee on the ACT  
Parliament House  
CANBERRA ACT 2600

Appendix C : Block & Section Map



xxi

□ Section 48

~ Bicycle Paths

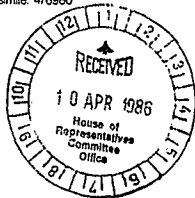


# National Capital Development Commission

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Telephone: (062) 46 8211 Telegrams: Comdev Canberra Telex: 62673 Facsimile: 476980  
All correspondence to be addressed to The Secretary and Manager.

In reply please quote

85/1396



Dear Mr Nordin

During the Joint Committee's consideration of the 87th Series of Variations the Commission undertook to provide additional information in relation to the width of road pavements at the Jennings development at Bruce and the Murrumbidgee Country Club development at Kambah.

The pavement widths at Bruce are:

Jaeger Circuit	5.5m
Portus Place	5.0m
Weatherburn Place	5.0m

.../2

The proposed pavement widths at Kambah are:

Stage 1 (Area off Kambah Pool Road)

Entrance road - divided dual carriageway - 6.0m each

Internal Roads - 7.5m

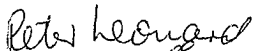
Stage 2 (Area off Learmonth Drive)

Learmonth Drive extension - 9.0m

Entrance Road - divided dual carriageway - 6.0m each

Internal Roads - 7.5m

Yours sincerely



PETER LEONARD  
ACTING SECRETARY AND MANAGER

10 April 1986

Mr Bjarne Nordin  
Secretary  
Joint Committee on the ACT  
Parliament House  
CANBERRA ACT 2600





# National Capital Development Commission

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In reply please quote: 85/1396

Dear Mr Nordin

During the Committee's consideration of the 87th Series of Variations the Commission undertook to provide additional information in relation to population projections for Variation 14 - Kambah Section 7.

The population estimate for the Murrumbidgee Country Club is based on the expected number and type of dwelling units in the complex and the predicted average occupancy of each dwelling. The occupancy rates are derived from the NCDC's Chisholm-Richardson Survey (1984) and reflect the rates expected in a newly developing suburb in Canberra.

<u>Dwelling Type</u>	<u>Number of Dwellings</u>	<u>Average Occupancy</u>	<u>Est. Poppn.</u>
Townhouse	145	2.1	305
Standard House	71	3.1	220
Cluster Houses	179	2.6	465
<b>TOTAL</b>	<b>395</b>		<b>990</b>

Yours sincerely

*Peter Leonard*

PETER LEONARD  
ACTING SECRETARY AND MANAGER

1 April 1986

Mr Bjarne Nordin  
Secretary  
Joint Committee on the ACT  
Parliament House  
CANBERRA ACT 2600



# National Capital Development Commission

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In reply please quote: 85/1396  
B.Nesbitt:pd



Dear Mr Nordin

During the Committee's consideration of the 87th Series of Variations, the Commission undertook to provide additional information about the proposed housing development relating to Variation 6 (Bayles Place deletion).

This site is an important part of the north-west housing areas which form the northern flank of the Belconnen Town Centre and which interface with the lake foreshore parklands. The intention is that the development on this site takes full advantage of the close proximity to the Town Centre and its facilities, the north-easterly aspect of the site and the lake views. A higher density housing development with provision for smaller sized apartments is proposed to achieve the maximum benefits of the location offered by this site.

It is proposed to release the site later this year in order to meet the continuing market demand for medium density housing in Belconnen, and also to use part of the site to provide 20 aged persons' units as part of the public housing programme for 1987/88. The proposal is to provide 120 to 150 units consisting of approximately 70 townhouses and 60 flats and including 20 aged persons' units. The aged persons' units will be designed as an integral part of the overall development but will be handed back to the Commonwealth on discrete and independent blocks of land.

...2/.

The development will take the form of medium to low rise buildings ranging from single storey buildings closest to the lake foreshore (which will include the aged persons' units) to a maximum of six storeys on the higher land adjacent to Joynton Smith Drive. This form of development stepping down in scale as it approaches the lake will provide a look outlook for all apartments and avoid the problem of having large overscaled buildings right on the lake foreshore. The attached drawings indicate the nature of the proposed development.

The development will be served by road access from Morell Street. The Bayles Place access is not required and has therefore been recommended for degazettal. This allows for better site utilisation and a more satisfactory integration of development with the lake foreshore environment.

The site will be auctioned to a single development. The development will be responsible, under a Deed of Agreement, for the design and construction of Morell Street and the adjoining public parking area, and for undertaking the landscaping of the adjoining public open space including the lake foreshore. The area between the lake edge and the development will remain as public open space.

Yours sincerely

*Peter Leonard*  
 PETER LEONARD  
ACTING SECRETARY AND MANAGER

2 April 1986

Mr Bjarne Nordin  
 Secretary  
 Joint Committee on the ACT  
 Parliament House  
 CANBERRA ACT 2600







# National Capital Development Commission

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All correspondence to be addressed to The Secretary and Manager.

In reply please quote:

85/1396



Dear Mr Nordin

During the Joint Committee's consideration of the 87th Series of Variations the Commission undertook to provide updated cost information relating to the development of Section 349 Fadden.

The total cost of servicing the site is approximately \$6m at current rates, which a breakup of figures as follows -

	<u>\$M</u>
Roads	1.09
Water Supply	1.24
Stormwater	0.55
Sewerage	0.57
Electricity Reticulation	0.33
Other Works, Fees,	2.19
Administrative Costs etc.	_____
	\$5.97m

An additional \$250,000 would need to be included in the total servicing costs if there was a requirement to construct a roundabout at the intersection of Bugden Avenue and Sternberg Crescent (\$100,000), a

.../2

footpath on the northern side of Bugden Avenue (\$30,000) and to widen the loop road within the development (\$120,000).

Yours sincerely

*Peter Leonard*  
PETER LEONARD  
ACTING SECRETARY AND MANAGER

10 April 1986

Mr Bjarne Nordin  
Secretary  
Joint Committee on the ACT  
Parliament House  
CANBERRA ACT 2600



# National Capital Development Commission

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In reply please quote: 85/1396

Dear Mr Nordin

During the Committee's consideration of the 87th Series of Variations, the Commission undertook to provide a list of streets which have existing driveways that are as steep as or steeper than those in Bugden Avenue, Fadden.

The following streets contain examples

Fadden	Rawlings Place Aland Place Fihelly Street
Chapman	Titheradge Place Simmons Place
Lyons	Barrow Place

Yours sincerely

  
PETER LEONARD  
ACTING SECRETARY & MANAGER

7 April 1986

Mr Ejarne Nordin  
Secretary  
Joint Committee on the ACT  
Parliament House  
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National Capital Development Commission

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In reply please quote: 85/1396


Dear Mr Nordin

During the Committee's consideration of the 87th Series of Variations the Commission undertook to provide additional information in relation to Variation 15 (Section 349 Fadden).

The information requested is contained in the Attachment.

Yours sincerely

*Peter Leonard*

PETER LEONARD   
ACTING SECRETARY & MANAGER

7 April 1986

Mr Bjarne Nordin  
Secretary  
Joint Committee on the ACT  
Parliament House  
CANBERRA ACT 2600

## VARIATION TO THE PLAN OF THE CITY OF CANBERRA

### FADDEN SECTION 349

At the 87th Series of Variations to the Plan of the City of Canberra the Parliamentary Joint Committee of the ACT raised a number of matters upon which they required further information in their consideration of the proposal to vary the plan of Fadden Section 349. In addition there were a number of issues raised in the evidence provided to the Committee for which there is additional information which may help the Committee in its deliberations. The information on these topics is set out below.

#### Existing Problems on Bugden Avenue

##### Site distance for users of driveways

A number of driveways on Bugden Ave, particularly on its western section, suffer from sight distance problems associated with the steepness of the land, the structures built by householders to allow garden construction and, in some cases due to landscaping in the verge areas. In locations such as this it is very difficult to avoid these deficiencies. They are usually brought about by the householder electing to trade off a safer vehicle entrance/exit for a particular front garden effect. This is an acceptable trade-off provided that it is recognised that special care is required for the on-going use of those driveways. Similar conditions exist in other cities. For the NCDC to adopt an approach where it insists on individual householders meeting strict engineering sight line standards for their own driveways is regarded as going too far in terms of bureaucratic control.

##### Footpaths along Bugden Avenue

Bugden Avenue has restricted footpaths. The lack of a path along the western edge of the western section is a particular problem. An assessment of the potential to provide a footpath along this section has been carried out. It is not possible to build a standard 1.2 metre footpath in this location; too many retaining walls and driveways have been built within the road reservation to allow a full width sidewalk. However, it is possible to build a path which will allow pedestrians to move

safely along this side of the road. In part it will be narrow and in other locations it will need to be warped to accommodate driveways which protrude on various levels right to the road edge. It will nevertheless be a path easily trafficable by pedestrians thus removing the main danger of walking on the road in conflict with vehicles. If the Committee considers it would materially improve pedestrian safety and amenity and the Commission is of this view, then the Commission would be willing to construct such a path.

#### Parking on Bugden Avenue

Parking does take place on-street at various locations on Bugden Avenue. On the western section the road is 9m wide. This width is just adequate to permit parking where the horizontal geometry of the road requires a double yellow centre line. However, when parking does occur it requires the motorist to take special care. On the eastern section of Bugden Avenue where the road is only 7.5m wide the lack of a double yellow centre line over any extensive length means that significant impediment to traffic does not occur frequently. Where and when parked cars do have some impeding affects it is expected that motorists take special care.

In some instances parking occurs on the footpath. This practice is illegal and itself creates a dangerous situation with pedestrians being forced to walk onto the road.

#### Bugden Avenue/Sternberg Crescent Intersection

The NCDC's description of traffic conditions at the intersection have been obtained by numerous site visits during both peak and off peak periods. In addition, surveys were carried out on Tuesday 11 March 1986 and Tuesday 25 March 1986. They showed;

Tuesday 11 March 1986

<u>Time Period</u>	<u>Maximum Queue on Bugden Ave (Vehicles)</u>
7.41 to 7.58 am	3
8.05 - 8.22 am	9
8.25 - 8.42 am	6
8.42 - 8.58 am	5
16.30 - 16.47 pm	5
16.47 - 17.04 pm	5
17.04 - 17.21 pm	2
17.21 - 17.38 pm	3
17.38 - 18.00 pm	4

Tuesday 25 March 1986

<u>Time Period</u>	<u>Maximum Queue on Bugden Ave</u>
7.35 - 7.52 am	5
7.52 - 8.09 am	8
8.09 - 8.26 am	11
8.26 - 8.43 am	14
8.43 - 9.00 am	7
16.31 -16.48 pm	2
16.48 -17.05 pm	4
17.05 -17.22 pm	3
17.22 -17.39 pm	4
17.39 -17.55 pm	6

Traffic on Bugden Avenue

The existing traffic on Bugden Avenue between Sternberg Crescent and Coyne St varies from a peak of approximately 3100 vehicles per day at the end nearest to Sternberg Crescent down to approx. 2400 vehicles per day over the stretch approaching Coyne St. Both of the above traffic flow levels are well within limits generally regarded as most satisfactory for a distributor road with residential frontage.

• Accident Rates on Bugden Avenue

An investigation of the traffic accident report on Bugden Avenue indicates that over the relevant section including the main intersection with Sternberg Crescent and Coyne Street there are 7-8 accidents per year. All of these have only involved property damage and no personal injuries. At the intersection of Bugden Avenue and Sternberg Crescent the annual rate of accidents is notably low: approximately 1 per year, a figure very much lower than would normally be expected from that intersection with those levels of traffic.

• The Future Condition on Bugden Ave- with Development of Section 349

• Future Traffic Flows

The proposed new development on Section 349 will generate approximately 200 vehicle trips per day. These trips will all access the development via Bugden Ave. However, contrary to the residents view not all will traverse the section approaching Sternberg Crescent. It is estimated that traffic will use both Bugden approaches giving future traffic volumes of 4700 vpd and 2800 vpd on the two highest trafficked sections ie on the approach to Sternberg and the approach to Coyne St. respectively. Some re-distribution will take place with the advent of the Eastern Parkway. This would result in the above traffic flows changing to 4400 vpd and 3100 vpd respectively. A number of other distributor roads in Canberra carry similar volumes of traffic. Two examples are Chuculba Crescent Giralang with approx. 4550 vpd and Maribynong Ave, Kaileen with approx. 5100 vpd.

• Sternberg/Bugden Avenue Intersection

The analysis of the future traffic at this intersection has indicated that the intersection has sufficient capacity to cater for the peak flows without changing the existing form of give way control.

In view of the Tuggeranong Residents Committee's concerns regarding the necessity for control of the intersection and the Joint Parliamentary Committee's request for an evaluation of the options a further investigation into the intersection has been undertaken. The conclusions are:

Traffic signal control of the intersection is inappropriate for reasons of off-peak delays to users when traffic flows are at very low levels which warrant no active control

A roundabout should be introduced which would effectively give priority to the Bugden Avenue traffic exiting onto Sternberg Crescent over the main westbound flow on Sternberg Crescent. A drawing showing this proposal is attached (fig.1)

The roundabout would allow safe movements with minimal delays on all approaches and would reduce some of the uncertainties which motorists on Bugden Avenue currently feel when attempting to enter Sternberg through the higher speed traffic from Erindale Drive and the heavy morning traffic from the east. It would cost an estimated \$100,000. Its effective and safe operation would be dependent on ensuring adequate visibility on the approaches. No parking of heavy vehicles on verges as currently occurs could be allowed.

The Commission believes that in cost benefit terms the expenditure would be worthwhile. It would be technically feasible and would go a long way to reduce or eliminate the objections held by residents towards the effects of the proposed development on traffic. The Commission would be willing to commit construction of the roundabout before any construction was to begin on land servicing of S.349.

#### Erindale Drive/Sternberg Crescent Intersections

It was mentioned during the NCDC presentation that it was proposed to adjust the intersection between Erindale Drive and Sternberg Crescent to reduce the speed of traffic entering Sternberg. A drawing showing these changes is attached. The residents indicated that this change meant that this would simply bring the intersections with Erindale Drive and Bugden Avenue closer together. This is not so and can clearly be seen on the drawings (Figs. 2 & 3)

Senator Reid sought advice on the operation of traffic indicators for vehicles leaving the intersection of Erindale/Sternberg Crescent. A survey undertaken in the past few days indicates that approximately 2% of vehicle indicators do not cancel immediately they straighten up after leaving the intersection as it is currently laid out. Under the conditions proposed the turns

through the intersection will be much more severe; the radius of the curve between Erindale Drive and Sternberg Crescent is being reduced from 50m radius to 20m radius. Vehicles negotiating these curves will therefore be much more likely to have turned through sufficient curvature to increase the likelihood of a trafficator correcting itself after the vehicle is straightened up. The 2% failure rate referred to above is likely to reduce. By how much, it is not possible to say with any certainty because some vehicles may have defective self cancelling mechanisms. However, the provision of a roundabout at the Sternberg/Bugden intersection will slow traffic and reduce the danger.

#### Bus Services

Concerns regarding the provision of a bus service to both the proposed new development and to the outlying parts of the existing area can be at least partially overcome by several actions the NCDC could take.

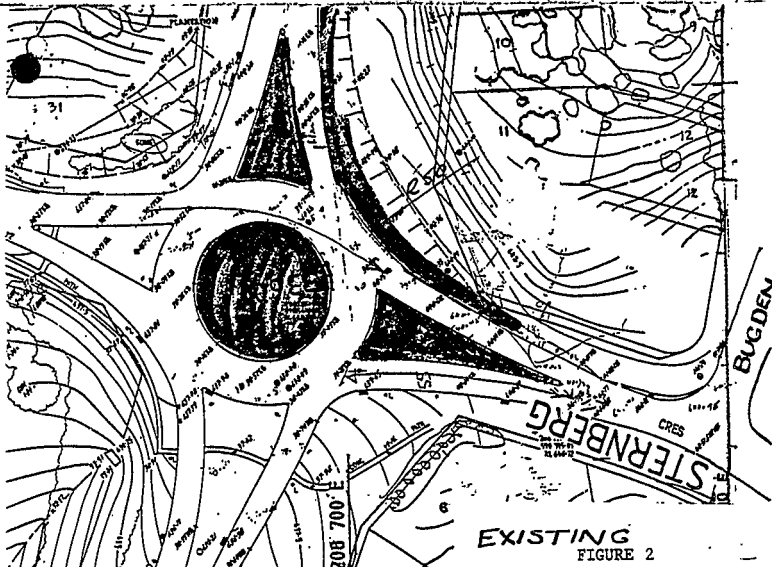
The collector road in the proposed new subdivision could be widened from the initially proposed 7.5m carriageway to a 9m wide carriageway.

This width is acceptable to the bus drivers and ACTION for the operation of buses. This would allow a bus service to operate up Bugden Ave from Sternberg Crescent, enter the proposed new subdivision, circle through via the collector "loop" and then return via Bugden Ave. to Sternberg Crescent or Partridge St.

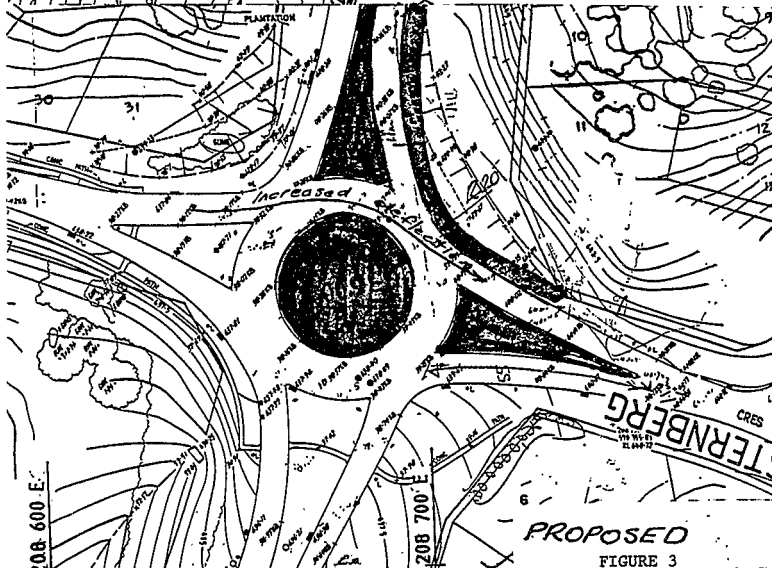
The eastern section of Bugden Avenue which is currently 7.5m wide does not support a bus service. The bus drivers contend that parked vehicles in a road of this width make it unsatisfactory for bus operations. The banning of parking on one side (the side furthest away from the houses probably) would provide sufficient width for bus operations to take place.







EXISTING  
FIGURE 2



PROPOSED  
FIGURE 3



## National Capital Development Commission

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In reply please quote: 85/1396


Dear Mr Nordin

During the Committee's consideration of variation 16 of the 87th Series of Variations (Sections 786 and 787 Calwell) the Commission undertook to provide the Committee with the release date for the Calwell Group Centre.

The Commission proposes that the Calwell Group Centre site be released for development in September 1987.

Yours faithfully

*Peter Leonard*

PETER LEONARD   
ACTING SECRETARY & MANAGER

7 April 1986

Mr Bjarne Nordin  
Secretary  
Joint Committee on the ACT  
Parliament House  
CANBERRA ACT 2600